# AMERICAN RAILROAD JOURNAL.

# STEAM NAVIGATION, COMMERCE, FINANCE,

# ENGINEERING, BANKING, MINING, MANUFACTURES.

# ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 10.]

SATURDAY, MARCH 8, 1873.

[WHOLE No. 1,924, Vol. XLV. 46

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

### PRINCIPAL CONTENTS.

Quicksilver Mining Co
Obio and Baltimore Railroad294
Delaware and Hudson Canal Co294
Virginia State Debt
Eastern Railroad
The Life of Rails
Erie Railway
Philadelphia and Reading Railroad 296
Railroad Earnings
Imports of Dry Goods
Public Debt Statement
Federal and State Securities
Dividend and Interest Tables300, 309
Railroad Share List
Stock Exchange and Money Market31
Commerce of New York
Journal of Railroad Law
Gilbert Florested Poilread 900

### American Railroad Journal

New York, Saturday, March 8, 1873.

Quicksilver Mining Company.

At the recent yearly meeting of the Quicksilver Mining Company the annual report was read. showing that the total product of the mine for the year ending December 31, 1872, amounted to 18,-572 flasks, which was sold for \$937,886 gold. The uet profits, including rents, amounted to \$451,759. The company has no floating debt; it has on hand \$460,000 in cash and \$115,000 worth of quicksilver and supplies. The quicksilver produced last year was sold under contract at \$31 per flask for the first three months, and at \$50 50 per flask during the remaining nine months. At the election for officers and directors the following board was chosen :- Daniel Drew, President; James S. Thayer, Vice-President; Eugene N. Robinson, Treasurer; David Mahany, Secretary; James H. Banker, A. B. Baylis, E. D. Stanton Eugene Kelly, Edwin Hoyt, George G. Pride, Lud low Patten, James D. Smith.

The Directors of the Athol and Enfield Railroad Company have accepted the act recently passed changing the name of the road to the Springfield, Athol and Northeastern road. The capital stock was increased to \$850,000.

### TO INVESTORS.

To those who wish to REINVEST COUPONS or DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. prenium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8½ currency, yielding an income more than one-third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the postoffice address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington.

### Ohio and Baltimore Railroad.

The Ohio and Baltimore Short Line Railroad Company was organized at Washington, Pa., on the 17th ult., for the purpose of constructing, maintaining and operating a railroad from a point west of Clokeyville, Washington county, to some point at or near Dawson's Station, on the Pittsburg and Connellsville Railroad. This road is to connect the Hempfield Railroad with the Connellsville Railroad and form part of the great through line of the Baltimore and Ohio Railroad Company to Chicago and the Northwest. Thus Washington will be thrown into direct communication with Chicago and the seaboard. C. M. Reed, of Washington, is President of the Company, and the following persons are directors: Thomas McKennan, W. W. Smith, Wm. Workman, S. B. Hays, all of Washington, and T. H. Garrett, Wm. Keyser and John K. Cowen, of Baltimore.

The directors of the Connecticut Central Railroad Company have contracted with Willis Phelps & Co. of Springfield for building the road from East Hartford to the Massachusetts State line near Springfield—about 20 miles—for about \$25,000 per mile.

### Delaware and Hudson Canal Company.

To provide means for the completion of the line of railroad now under construction on the west shore of Lake Champlain and for other purposes connected with the extension of the business of the company, the board of managers of the Delaware and Hudson Canal Company have decided to issue the remaining fifty thousand shares of the capital stock, as authorized by the stockholders at the annual meeting held May 12, 1868. In making the formal announcement of this intention to the New York Stock Exchange on the 1st inst., the following details were given:

There will be apportioned to every person who shall be a stockholder on the 1st day of April next one share for every three then standing in the name of such person on the books of this com-

pany.

The stock will be issued at par, and must be paid in cash to the treasurer of this company in installments, as follows:

Twenty-five dollars per share on the 15th day of April next.

Twenty dollars per share on the 15th day of

Twenty dollars per share on the 15th day of October.

Twenty dollars per share on the 15th day of January, 1874; and

Fifteen dollars per share on the 15th day of July, 1874.

Interest will be allowed at the rate of 7 per cent per annum upon installments, and parties may take full paid stock and be allowed interest from date of payment to August 1st, and be thereafter entitled to a participation in dividends.

A failure to pay first installment will be regarded as a refusal on the part of the stockholders to avail of the privilege offered, and the non-payment of any subsequent installment will involve the forfeiture of the stock and of all that may have been previously paid on account thereof.

may have been previously paid on account thereof.

The transfer books of the company will be closed from the evening of March 31st to the merning of April 15th.

From the annual report of the directors of the Pewabic Mining Company it appears that the tetal product of the mine in the year 1872 was 522,861 lbs. Ingot Copper, the company's share of which was 74,936 lbs., to which add 15,800 lbs. as their share from the Concord mine and we have a tetal of 90,736 lbs. The receipts of the year were \$62,138 11; cash in bank or loans Jan. 1, 1873, \$12,613 94.

The Virginia State Debt

The bill for the purpose of providing for the payment of the interest on the Virginia State debt the main points of which have been heretofore published, will be more fully understood by the following conference and agreement between the legislative committee and bondholders, lately in convention at Richmond. The agreement submitted by the committee is, according to the report of the Whig, to provide by proper bill for the payment of interest due 1st January and 1st July, 1873, as follows: Pay at rate as follows: Four per centum per annum on funded debt; four per centum per annum on two-thirds unfunded debt; and at the same rate on five per cent, bonds. For each coupon redeemed to issue a certificate for one-third to the following effect: " Due by the State of Virginia to the bearer (one-third amount of coupon redeemed) without interest."

One of the bondholders desired to know if the legislative committee had any explanations to add to the propositions tendered. He would like to know what was to be done with the matured coupons, which were the chief difficulty in the way

of an amicable adjustment.

The committee said that the proposition relates to and embraces only the interest for this year, (1873,) beginning 1st of January. they would be glad to provide for the past due coupons and for the whole unpaid interest, the proposition only offers to do what they think the The gentleman State can now do and no more. representing the bondholders added that it will be found that these coupons of 1872, which the pro-position submitted does not previde for at all will not only prove of great embarrassment to the State treasury of themselves, but the fact that they are unprovided for will disincline many bondholders to come into any arrangement which may be agreed upon here as to the interests of 1873.

The committee stated that this scheme, which merely embraces the interest of 1873, is an experiment which they can undertake with some prospect of success. They do not make any proposition as to the past, leaving that to take care of itself, and only seeking to reach an accomodation of the present. They could not undertake anything which may entail an increase of taxes, which view was finally agreed to by the bond-

holders present.

### Eastern Railroad.

The directors respectfully submit to the stockholders their annual report for the year ending November 80th, 1872.

The Eastern Railroad Company's line of railroad as defined in their charter extends from Boston to the boundary line of the State of New Hampshire, a distance of forty-one and one-third miles: but this company operates, besides its main line, the Lawrence, Saugus, South Reading, Gloucester, Amesbury, Marblehead and Essex Branch Railroads in Massachusetts, the Eastern Railroad of New Hampshire and the Portsmeuth, Great Falls and Conway, and Wolfboro Branch Railroads, in that State, and the Portsmouth, Saco and Portland Railroad in Maine, making in all two hundred and sixty-five miles of railroad, in the whole working and pecuniary results of which the stockholders of this road are directly interested. It seems proper therefore that in their statement of the business of the year the directors should include all these railroads and branches, but as this has not been heretofore the practice it deprives us for this year of a standard of compar-

In considering this statement it is to be borne in mind that the Conway Road was not completed and opened until the third day of June, 1872, the Wolfboro Branch only on the nineteenth day of August, and the Escex Branch on the first day of July, 1872, so that we have not had a full year's business on these roads for this year.

Statement of the receipts and expenditures of the Eastern Railroad, its branches and the connecting railroads operated by it for the year ending

November 80th, 1872.

Receipts from-Passengers......\$1.822,855 10 Freight ..... 863,789 70 Expresses.... 65,875 31 Extra baggage..... 1,581 27 United States mail..... 24,936 40 18,786 01 Miscellaneous.,.... 29,848 07

Total income ..... \$2,827,641 86

Expenditures for-Fuel ..... \$331,811 98 Maintenance of way .... 434,175 10 Locomotive power ..... 315,233 80

Train expenses .... 435.462 55 Station expenses..... 286,090 47 Office expenses .... 108,445 Insurance and taxes.... 93,526 97 2,004,746 28

Balance ....

Deduct interest paid...\$354,593 93 Dividends on P.S. and P.

R. R. as per contract, 150,000 00

504.593 93

Balance ..... \$318,301 65 Among the expenditures as stated above, there is included quite a large amount expended for labor in and about the construction of the double and other extraordinary work, which, if it could be separated, would properly be charged to construction account. The cost of operating the roads including these expenditures has been 70

per cent of the gross receipts.

During the past year we have built a double track from Wenham to Ipswich, from Greenland to Portsmouth and from East Boston to Revere, making in all twelve and one-half miles of double track laid this year, and giving us thirty-three miles of double track between Boston and Portsmouth, and more than five miles at other points. We have also put in seven and one-half miles of sidings in addition to what we previously had; thus making twenty miles of new track laid with in the year. In the construction of these tracks and in renewals and repairs we have laid this year on the Eastern Road and Branches 1,908 tons iron rails and 1,170 tons steel rails, and on our other roads 1,400 tons of iron rails. Of the fifty-six miles of our main line between Boston and Portsmouth, seventeen and one-half miles are now laid with steel rails.

New stations have been built at East Boston, at Somerville, Lynn and Greenland, and general repairs have been made at other stations on the The station at Lynn has been much improved by the enlargement of its grounds, and the building itself is believed to be a model of convenience, elegance and neatness. A new car house has also been built at Boston, a new water house and tank at Lynn, the engine-house there enlarged, a new engine-house and turn table at Wenham, and the new engine-house and coal-sheds at Portsmouth have been finished; and we have also built a new blacksmith and road carpenter's shop at Salem.

The bridge over Chelsea Creek on the East Bos ton branch and the bridge and draw over the Squam River at Gloucester have been rebuilt; and fifty-two miles of new fence have also been

built during the year.

The Essex Branch Railroad, running from Wenham to the town of Essex, a distance of a little more than five miles, and which cost \$115,000. has been purchased by this company, pursuant to the authority given by the Legislature, for \$85,-000; and the Newburyport City Railroad has been leased to us for six per cent on \$100,000, a sum somewhat less than its actual cost. Both these reads promise well. We have also made an agreement for the lease of the Dover and Ports-cars constructed in this mode; and the directors mouth Railroad, which is now in process of con-

struction, and which will doubtless be running in

the course of this year.

Our equipment has been very largely increased during the year, we have added fifteen new locomotives, forty-five new passenger cars, eight bag-gage, mail and express cars, one hundred and thirty-three box freight cars, and seventy-five new platform cars.

The large number of passengers carried over our road rendering the acquisition of additional station accommodations in Boston an imperative necessity, and the Legislature last winter granted to us for this purpose a strip of land twenty nine feet in front on Causeway Street, the property of the Boston and Maine Railroad, and used by that company as a depot for bricks and for some other purposes, and the value of the property taken was to be determined by a commission appointed for that purpose. The forcible resistance of that corporation prevented our availing ourselves of this grant as soon as we contemplated, but legal measures were immediately taken to enforce our rights, and we have now obtained possession of the premises and plans are being prepared for our building at once. The want of freight ac-commodations in the city proper is a serious detriment to our business, and one which has oc-cupied the attention of the officers during the past year. A satisfactory solution of this difficul ty has not heretofore been possible, but is now hoped for.

At their last session, the Legislature of Massachusetts passed a statute requiring cheap trains to be run at morning and evening to and from Boston, upon the application of two hundred pas-In response to petitions presented to us, sengers. and at the request of the railroad commissioners we have begun the experiment of running cheap morning and evening trains, though not in the mode provided in the statute. It is too early to speak with certainty as to these trains. It would not be just to pronounce them a failure, nor true to call them a success. Whether there is a real public demand for them, such as exists in Great

Britain, remains to be proved.

In pursuanec of the authority given by the stockholders at their last meeting the directors have issued bonds to the amount of fifteen hundred thousand dollars, one million in currency, at seven per cent interest, and five hundred thousand dollars in sterling bonds bearing six per cent interest. Substantially all the currency bonds have been sold. The sterling bonds are in the hands of Messrs. Baring Brothers & Co., under an agreement with them. The directors recommend that the stockholders authorize them to issue additional bonds to the amount allowed by law.

The Portsmouth, Great Falls and Conway Railroad has issued its bonds to this road to repay the sums advanced by us towards its construc. tion; and these bonds we are negotiating.

The damages caused by the disastrous accident at Revere have been substantially settled. Only one case was tried before a jury, and one was heard by referees. The liability of the company could not be questioned, and as most of the injuries were accompanied by serious disfigurements, it was impossible to adjust them by the payment of any moderate sums. The total cost of this accident thus far has been \$434,784 88. The directors have thought that this amount should not be charged at once to the expenses of this year, but that it should be, in part at least, funded and paid of gradually.

On the 22nd of October, 1872, there was a collision between the night Pullman train from Bangor and a freight train, at Seabrook, caused by the misplacing of a switch. Two persons were killed, and about twenty injured, most of them slightly. Two coroners' inquests, one at Portsmouth, and one at Newburyport, have found this company not responsible, or in any way to blame for this accident, and the directors do not ques-

tion the correctness of these verdicts.

The value of the Miller platform was confirmed by an inspection of the effect of this collision on the cars constructed in this mode; and the directors duced as a safety appliance upon our double track road, Hall's Automatic Electric signals, by which the intervals between following trains is to

be fixed by distance and not by time.

After the last annual meeting, the directors in view of their length of road and increasing business, thought it wisest and safest to obtain the services of some one of the largest skill and experience as general manager, who should have the control of the entire operating department of the railroad; and they were fortunate enough to secure the services of Mr. Charles F. Hatch, the general superintendent of the Lake Shore and Michigan Southern Railroad. This gentleman was most highly recommended to them by several experienced railroad managers; and in his position here he has given entire satisfaction to the directors, and is believed to have won the confidence and respect of the stockholders and of the

BALANCE SHEET, NOVEMBER 30, 1872.

Cost of railroad	\$7,089,220	36
Equipment		88
Property		23
Materials and supplies		34
Revere disaster	434,784	88
Balances		
Cash	18,729	
	\$12,645,853	
Capital stock	\$4,262,600	00
Bonds	3,874,400	00
Notes, 1873 to 1882	1,558,000	00
Temporary loan	1,580,100	
Unclaimed dividends and interest.		
Bills audited	579,560	27

\$12.645,353 99

128,654 92

635,352 80

President .- THORTON K. LOTHROP, Boston.

Directors .- Hou. Samuel Hooper, Franklin Haven, B. F. Stevens, Boston; John Wooldredge, Lynn; H. L. Williams, Salem; Hon. Ichabod Goodwin, Portsmouth, N. H.

General Manager .- CHARLES F. HATCH, Boston

Treasurer .- JOHN B PARKER, Boston.

Auditor .- JOHN COLGATE, Boston.

Surplus earnings ....

Superintendent Eastern Railroad,-J. PRESCOTT. Boston.

Superintendent Portland Division .- F. CHASE. Portland, Me.

Superintendent Conway Division .- A. A. PERKINS, Great Falls, N. H.

### The Life of Rails.

It is hardly safe now to regard any estimate of iron rails. Not that iron rails cannot be made that will show good wearing results, but from the fact that, with very few exceptions, none are made. On the Boston and Albany Railroad some twelve thousand tons of iron rails were laid last year, and of this amount eight hundred tons have been removed as useless or unsafe. The managers of this road, in common with most others having roads of large traffic, have resolved to adopt the use of steel rails hereafter, and we learn that they have bought some nine thousand tons of steel rails in Europe, four thousand tons of which will arrive and be put on the track this season, and the balance during the next summer.

The duration of life of rails depends upon the quality of the iron of which they are made, and upon the amount and speed of the traffic passing over them. The rails first made in England were rolled from best No. 1 cold blast mine iron, run out

senger equipment of the road is now supplied with this, and with the Westinghouse brake; we have also very largely increased our telegraphing facilities and the use of the telegraph in operating the road and in moving trains, and bave introduced as a safety appliance upon our double our double our double our double as a safety appliance upon our double our doub

The iron at first used upon English roads in many cases withstood from fifteen to twenty years, of wear upon an enormous traffic. It was in 1849, upon the London and Norrhwestern Railway, that fifty trains a day for twenty years, or 313,000 trains, would wear out a seventy, pound rail. With the material now put into railway tracks, however, no such service is obtained. Under favorable conditions good iron will last eight years under an average traffic; but with the material commonly employed, from three to six years is all that can be counted upon for roads doing a good amount of work, and the life of the iron upon the great routes is in many cases less than this.

With regard to the life of steel rails, everything here again depends upon the quality of the metal. A pair of twenty one feet Bessemer steel rails, upon the London and Northwestern Railway, outlasted sixteen faces of iron rail, being evenly worn to a depth a little over a quarter of an inch baving in about three years sustained the traffic of upward of 9,600,000 engines and cars, or about 95,000,000 tons. This particular pair of rails were finally destroyed by a locomotive running off the track, the wheels striking the rails transversely, and badly bending and breaking them.

It is estimated that they would have endured at least one-half as much more topnage but for the accident. So, too, upon the Philadelphia, Wilmington and Baltimore Railroad, a good steel rail has outlasted sixteen iron rails, the use of both being the same; and on many other roads of large traffic the same successful results have been achieved. Railway managers have to exercise more care and discrimination in the quality of the rails they purchase, whether made of iron or steel. In fact, there is a good amount of pretty miserable stuff sold for steel rails, as some of the managers of the New England roads know to their cost .- London Railway Times.

### Erie Railway.

The great financial event of the week has been the prompt subscription to the \$10,000,000 seven per cent gold bonds of the Erie, issued at 82 per cent, and to which subscriptions had been invited, under instructions from the directors of the Erie by Messrs, Bischoffsheim and Goldschmidt. Confidence is proverbially a plant of slow growth, and it has required time to realise, by anticipation, the full effects which a radical reform in the administration of the line is calculated to exer upon its fortunes. With an indubitably able and influential directory, possessed of a programme as to future policy, which opinion, both here and New York has fully endorsed no conceivable impediment presents itself to interfere with the Erie becoming one of the most profitable lines on the American continent. New sources of traffic are being daily opened by the conciliatory and business like course adopted by the directors, who are intent on reinstating it in its true position as a great channel of commerce and trade. As an nounced by Messrs. Bischoffsheim and Goldsmisdt, the proceeds of the issue of bonds they have so successfully negotiated will be devoted to doubling the track, narrowing the guage, or placing a third rail on the present broad guage, altering curves and grades, the erection of warehouses and elevators, the re-construction of stations, workshops, and engine-houses, the increase of rolling stock, and generally to the improvement of the property. Thus not only will the line be capaci-tated for the daily augmenting traffic, but, as is evident, the working expenses will be decreased. With this addition to the bonded debt of the in a finery fire, puddled, shingled, rolled into bars, and were cut, piled, heated, and hammered into blooms, and these were reheated and rolled into rails. The result was a material such as is rarely plus revenue will be available for dividends on his present office.

ing same date, and available for dividend on common stock, amounted to £285,800, which would have been still larger, but that the working ex-penses include \$4,000,000 (£800,000) for bridges, rails, and general construction, of which \$1,000, 000 (£200,000) being for new works might have been properly carried to the surplus revenue. The fact that in eix months a sufficient sum has been earned for a dividend of nearly two per cent on the common stock, whilst for dividend on the preference shares there is the full sum of \$597,000 (£119,400). The time has not yet arrived to experience the full advantages of the construction improvements carried out; to these additional value will be given by those to which the proceeds of the bonds so successfully negotiated will be applied. The directors are manifestly less concerned to realize immediately large dividends than to see that good dividends shall be permanently maintained in the future by the line placed in a position for working the traffic—traffic which this new capital will serve to increase. By an alteration of gauge the Erie will be brought into unison with the great system of lines of the Union of which it is an essential artery. The expenditure is in other words an improvement of the property. Railway traffic never fails to respond to increased facilities, such as the more expeditious manner in which the largely accumulating trains are run over the road. The changing of the broad to the narrow guage is a gigantic plan, but Mr. Peier H. Watson, soon after his assumption of office, declared that this change would secure to stockholders an ample dividend. It is not alone in the connections which the road will be enabled to make with other railroads that it will be benefited, but in actual reduction of cost of transportation and repairs. In looking to what has been done, and what is being done, the conviction is enforced that the Erie has reached a position of prosperity and credit. The preceding issue of \$30,000,000 consolidated seven per cent mortgage bonds of the company comprised the whole of its mortgages, thus covering its entire. indebtedness and providing for the floating debt. The present bonds are evidently a sound security, and having regard to their issue price are calculated to become a highly popular investment, increasing in value accordingly. It must be remembered that the traffic returns presented are satisfactory, and it appears a certainty that, under the new management, these will advance in an ever increasing ratio. It is unnecessary to point out in this connection the immense development taking place in the trade of the United States, which tells directly upon railway traffic, and of which the Erie must obtain its full share.

—Herapath Feb. 15.

The officers and directors of the Paducah and Memphis Railroad Company, recently elected, are: President, Ex. Norton; Vice President, L. S. Trimble; Directors. John Overton, Jr., A. T. Lacey, H. S. McComb, J. S. Rogers, Horace E. Garth, D. M. Henning, Jas. Elder; Treasurer, John L. Norton; Secretary, N. Monsarrat.

The Romney (W. Va.) Intelligencer states upon "information considered reliable and accurate," that the South Branch Railway will be put under contract to Romney at once, and that " the interest of the Baltimore and Ohio Railroad," in the enterprise affords sufficient assurance of the prompt and substantial completion of the work.

Mr. A. N. Chrystie, Vice President of the Ohio and Mississippi Railroad, has received the appointment of General Manager, in addition to Alleman armitted and the second

	tending	Railro	ad.	ul a brie	GENERAL ACCOUNT.	र्गात होते होती. इ.स.च्या	ne mistro
We gave in our issue of Jan. 25, an					Interactional out no neither thousand as specially	1871.	1872.
Income Account" of this company for					Common stock	14,775 28	<b>\$</b> 32,684,375 28
1872, together with the Report of th					Preferred stock	01,800 00	1,551,800-00
several important tables referring to th					Aggregate stock \$31,5	66,575 28	\$34,236,175 28
"General Account." We also append				arnings,	6 per cent. \$ loan 1868-'93 deben. unconv \$1,1		\$1,139,000 00
Dividends, etc., etc., since the completi		871. 18		1070		20,000 00	28,000 00 96,000 00
1871. Miles of T		M. of Sid		1872.		13,500 00 49,000 00	549,000 00
Philadelphia & Reading R. R., 106.8	196.8 1	40.0 14	3.0 336.8	339.8	6 per cent. \$ loan 1844-'80 mort. unconv 8	04,000 00	804,000 00
Northern Liberties and Penn. T. 2.8	2.8		0.8 3.6	3.6		01,000 00	101,000 00
Port Kennedy Branch 1.2 Lebanon Valley Branch 94.4	1.2 94.4		0.4 1.6 8.9 112.4			67,000 00 00,000 00	67,000 00 2,700,000 00
Lebanon and Tremont Branch. 42.2	42.2		1.0 66.1	66.2	5 per cent. £ loan 1836.'80 mort. unconv 1	82,400 00	182,400 00
Schuylkill and Susq. Branch. 53.4	53.4		9.8 62.5			76,800 00	976,800 0
Mount Carbon Branch 8.5 Mahanoy and Shamokin Br 75.4	8.5 75.4		7.1 15.3 5.9 140.0			10,400 00 43,200 00	43,200 0
nanandy and Shamoand Dr 10.1						34,400 00	134,400 0
Total roads owned474.7	474.7 2	63.6 27	0.4 738.3	745.1		00,000 00	7,696,000 0
Chester Valley Railroad 21.5	21.5		.3 23.8	23.8		00,000 00 76,000 00	7,000,000 0 376,000 0
Perkiomen Railroad 18.4 Colebrookdale Railroad 12.8	18.4 12.8		2.8 20.7 1.7 14.3	21.2 14.5		62,000 00	3,414,000 0
Pickering Valley Railroad 11.8	11.3		0.4 11.7	11.7	6 p. c. gold \$ loan 1871 1911 do. ".	24,000 00	624,000 0
East Pennsylvania Railroad 36.0		150 1	5.5 51.0		Installments on new 7 per cent. \$ loan, 1893,		0 205 620 0
Allentown Railroad 4.5	4.5		0.3 4.8	4.8	debenture, convertible		2,305,630 0
Little Schuylkill Railroad 28.2			5.5 53.7 3.2 134.8	53.7 137.8	Aggregate loans\$21,4		\$28,236,430 0
Mt. Carbon & Pt. Carbon R.R. 5.0	5.0		0.8 14.6		Bonds and mortgages on real estate \$1,3	18,534 20	\$1,810,224 0
Mill Creek Railroad 7.6			3.1 25.6		Loan of Schuylkill Nav. Co. maturing 1895. 1,2	56,650 00	1,200,000 0 756,650 0
Schuylkill Valley Railroad 16.3	16.3 10.7		3.1 34.1 3.7 14.8		1010.	21,600 00	621,600 0
East Mahanoy Railroad 10.7 Phila., Germ, and Nor. R. R 53.9			3.7 66.1	14.4 67.6		95,900 00	495,900 0
Catawissa & Williamsport R.R	000		3.5	106.1	Balance of Reserved Fund 2,5	04,420 10	1,958,003 6
	000 4 1	00 # 10	2.0 400.5	700.0	Total debtor side \$59,8	66.879 58	\$69,314,983 0
			6.6 469.5				\$24,456,177 4
West Reading Railroad 1.9 Reading and Columbia R. R 39.5	1.9 89.5		$\begin{array}{ccc} 1.8 & 2.9 \\ 3.6 & 52.2 \end{array}$		Railroad\$23,7 Depots	51,957 76	3,134,143 4
Lebanon Branch Reading and	00.0	12.7	0.0 02.2	00,1		10,824 69	7,480,719 5
Columbia Railroad 3.4	3.4		3.4	3.4	Real estate 5,0	67,840 56	6,551,731 6
# 449 449	44.0	197 1	E 4 E 0 E	00.0		20 730 00	39,838 5 20,730 0
Total roads controlled 44.8			5.4 58.5		Moselem Branch	20,730 00	27,519 1
			2.4 1,266.3 3.0 1,168.0		East Pennsylvania Railroad stock 5	84,800 00	584,800 0
Total pictions your				1,200.0		32,480 00	232,480 00
Increase 62.2	92.6	36.1 2	6.4 98.8	119.0		96,588 84	165,155 4
At the commencement of the fiscal	year 18	71-'72 th	e company	had 348	New wharf and extensions of wharves		117,825 7
locomotives, and at its close 377-an i						20,582 99	320,582 9
the close of each fiscal year was as fol	lows:				New coal yards	247,295 61	42,040 1 247,295 6
	1871.			1872.	Port Kennedy Branch		16,843 9
Class com		of Car.	Equiv.	4 wheel,		10,550 00	05 207 4
Coal cars	ars.	1 14,00				42,204 25	25,307 4
" 8 wheel house cars							71,504 5
cattle cars		_				88,486 30	588,486 8
" platform						593,925 55	609,651 8 1,000,000 0
mmo				82		00 000,000	1,000,000 0
" 4 wheel house,					Mananov and Snamokin Dracen	49.114 48	21.969 7
" platform		-			Mahanoy and Shamokin Branch Lebanon and Tremont Branch	49,114 48 94,367 88	
" platform		6 2	6 6	26	Lebanon and Tremont Branch		33,086 7
" platform		6 2	6 6	26	Lebanon and Tremont Branch	94,367 88 183,402 55	33,086 7 135,284 4
" platform	30	6 2 4 80	8 804	26 309	New tracks and sidings	94,367 88 183,402 55 814,718 52	33,086 7 135,284 4 \$45,922,674 1
" " platform " and and ore " lime Total freight cars	30	6 2 4 80 6 3,23	$\frac{6}{9}$ $\frac{6}{304}$ $\frac{3}{7}$ $\frac{3}{3}$	6,028	New tracks and sidings 1  \$42,  Assets—cash and cash items \$1,7	94,367 88 183,402 55	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 8
" " platform " sand and ore . " lime  Total freight cars  Passenger cars—8 wheel Baggage " "	30 2,14 18 3	6 2 4 80 6 3,23 11 20 8 4	6 6 804 7 3,876 11 363 2 76	6,028 408 84	Lebanon and Tremont Branch	94,367 88 183,402 55 814,718 52 776,312 08 202,534 76 962,000 00	33,086 7 135,284 4 \$46,922,674 1 \$1,531,396 8 4,471 576 8 18,825,964 8
" " platform " sand and ore . " lime  Total freight cars  Passenger cars—8 wheel Baggage " "	30 2,14 18 3	6 2 4 80 6 3,23	6 6 804 7 3,876 11 363 2 76	6,028 408 84	Lebanon and Tremont Branch	94,367 88 183,402 55 814,718 52 776,312 08 202,534 76 962,000 00 157,485 99	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 8 4,471 576 8 18,825,964 8 1,590,784 8
" " platform " sand and ore " lime  Total freight cars	30 2,14 18 3	6 3,28 6 3,28 11 20 8 4 9 1	6 6 304 7 3,876 11 363 2 76 1 18	6,028 403 84 22	Lebanon and Tremont Branch	94,367 88 183,402 55 814,718 52 776,312 08 202,534 76 962,000 00 157,485 99 390,621 34	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 6 4,471 51 18,825,964 8 1,590,784 6 1,124,583 8
" " platform " sand and ore " lime  Total freight cars  Passenger cars—8 wheel  Baggage " " " " " " Total passenger cars—8 wheel	30 2,14 18 3	6 3,23 6 3,23 11 20 8 4 9 1	6 6 804 7 3,876 11 363 2 76 1 18	6,028 403 84 22 509	Assets—cash and cash items	94,367 88 83,402 55 814,718 52 776,312 08 202,534 76 962,000 00 157,485 99 1990,621 34 33,448 59	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 4 4,471,576 1 18,825,964 1 1,590,784 4 1,124,583 1 20,016 1
" " platform " sand and ore " lime  Total freight cars  Passenger cars—8 wheel  Baggage " " Mail and express cars—8 wheel	30 2,14 18 3	6 24 80 80 8 11 20 88 4 9 1 25 he mana	6 304 7 3,876 11 363 2 76 1 18 41 457 gement of	6,028 403 84 22 509	Lebanon and Tremont Branch	94,367 88 83,402 55 314,718 52 776,312 08 202,534 76 962,000 00 157,485 99 390,621 34 33,448 59 202,402 76	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 4 4,471,576 1 18,825,964 1 1,590,784 4 1,124,583 1 20,016 2
" " platform " sand and ore " lime  Passenger cars—8 wheel  Baggage " " Mail and express cars—8 wheel  Total passenger cars  In addition to the above there are in the Transportation Department:	30 2,14 18 3 22 used in t	6 3,23 6 3,23 11 20 8 4 9 1 81 25 he mana	6 304 7 3,876 11 363 2 76 1 18 41 457 gement of	6,028 408 408 84 22 509 the road ,1872	Lebanon and Tremont Branch	94,367 88 83,402 55 814,718 52 776,312 08 8002,534 76 962,000 00 157,485 99 890,621 34 33,448 59 222,402 76 185,131 87	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 4 4,471 576 1 18,825,964 8 1,590,784 4 1,124,583 2 20,016 2 \$27,564,322 \$2,184,431
" " platform " sand and ore " lime  Total freight cars  Passenger cars—8 wheel  Baggage " "  Mail and express cars—8 wheel  In addition to the above there are in the Transportation Department:  8 wheel house cars, wreck trains " platform cars, with cranes	30 2,14 18 3 22 used in t 1871	6 3,23 11 20 8 4 9 1 8 25 he mans 187: 7 1 1	6 9 304 7 3,876 11 363 2 76 1 18 41 457 gement of 1871. 0 14 6 22	6,028 403 84 22 7 509 the road , 1872 4 26	Lebanon and Tremont Branch	94,367 88 883,402 55 814,718 52 776,312 08 8022,534 76 962,000 00 157,485 99 190,621 34 33,448 59 1022,402 76 185,131 87 114,584 00	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 4 4,471 576 8 18,825,964 8 1,590,784 6 1,124,583 8 20,016 9 \$27,564,322 9 \$2,184,431 638,389 6
" " platform " sand and ore " lime  Total freight cars  Passenger cars—8 wheel  Baggage " "  Mail and express cars—8 wheel,  Total passenger cars  In addition to the above there are  In the Transportation Department :  8 wheel house cars, wreck trains " platform cars, with cranes " crate cars, for sawed wood	30 2,14 18 3 22 used in t 1871	6 2 4 80 3,23 11 20 8 4 9 1 25 18 1 27 7 1 1 1 2	6 9 304 7 3,876 11 363 2 76 11 18 41 457 gement of 2. 1871. 0 14 6 22	6,028 408 84 22 7 509 the road ,1872	Lebanon and Tremont Branch	94,367 88 83,402 55 814,718 52 776,312 08 8002,534 76 962,000 00 157,485 99 890,621 34 33,448 59 222,402 76 185,131 87	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 4 4,471 576 8 1,590,784 1 1,124,583 20,016 2 \$27,564,322 \$2,184,431 638,389 69,017
" " platform " sand and ore " lime  Total freight cars  Passenger cars—8 wheel  Baggage " " Mail and express cars—8 wheel  Total passenger cars  In addition to the above there are in the Transportation Department: 8 wheel house cars, wreck trains " platform cars, with cranes " crate cars, for sawed wood. 4 wheel house cars wreck trains	30 2,144 18 3 222 used in t 1871 1	6 2 4 80 6 8,23 11 20 8 4 9 1 18 25 18 187: 7 1 1 2 5 5	6 9 304 7 3,876 11 363 2 76 11 18 41 457 gement of 2, 1871. 0 14 6 22 5 6	266,028 6,028 4 408 8 48 8 22 7 509 the road , 1872 4 26 4 4 4 5	Lebanon and Tremont Branch	94,367 88 83,402 55 814,718 52 776,312 08 202,534 76 962,000 00 157,485 99 390,621 34 33,448 59 222,402 76 185,131 87 114,584 00 47,727 34 116,070 45 157,414 19	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 8 4,471,576 8 1,590,784 1,124,583 8 20,016 2 \$27,564,322 9 \$2,184,431 638,389 69,017 141,070 6
" " platform " sand and ore " lime  Total freight cars  Passenger cars—8 wheel  Baggage " "  Mail and express cars—8 wheel,  Total passenger cars  In addition to the above there are  In the Transportation Department :  8 wheel house cars, wreck trains " platform cars, with cranes " crate cars, for sawed wood	30 2,144 18 3 222 used in t 1871 1	6 3,23 6 3,23 11 20 8 4 9 1 18 25 18 1	6 9 304 7 3,876 11 363 2 76 11 18 41 457 gement of 2. 1871. 0 14 6 22	266 809 6,028 403 8 422 7 500 the road ,1872 8 20 8 4 4 5 8 5 8 5 8 5	Lebanon and Tremont Branch	94,367 88 88,402 55 314,718 52 776,312 08 202,534 76 662,000 00 157,485 99 990,621 34 33,448 59 022,402 76 185,131 87 114,584 00 47,727 34 116,070 45	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 4 4,471,576 8 18,825,964 1,590,784 1,124,583 20,016 2 \$27,564,322 2 \$2,184,431 638,389 69,017 141,070 164,441
Total freight cars  Total freight cars  Passenger cars—8 wheel  Baggage "" Mail and express cars—8 wheel  Total passenger cars  In addition to the above there are in the Transportation Department: 8 wheel house cars, wreck trains  " platform cars, with cranes  " crate cars, for sawed wood.  4 wheel house cars wreck trains  " open cars for cord wood	222 222 222 237 247 257 267 27 287 287 297 297 297 297 297 297 297 297 297 29	6 3,23 6 3,23 11 20 8 4 9 1 8 1 25 8 1 25 1 1 1 1 1 2 5 6 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 9 304 7 3,876 11 363 2 76 11 18 41 457 gement of 2 1871. 6 22 6 8 58 1 11	266,028 408 848 848 227 509 the road ,1872 2 20 4 4 5 4 4 6 6 8 6 8 6 8 6 8 6 8 6 8 6 8 6 8 6	Lebanon and Tremont Branch	94,367 88 883,402 55 314,718 52 776,312 08 202,534 76 662,000 00 157,485 99 1990,621 34 33,448 59 122,402 76 185,131 87 114,584 00 47,727 34 116,070 45 157,414 19 7,431 95	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 6 4,471 576 8 1,590,784 6 1,124,583 8 20,016 2 \$27,564,322 9 \$2,184,431 6 638,389 6 69,017 7 141,070 4 164,441
" " platform " sand and ore " lime  Total freight cars  Passenger cars—8 wheel  Baggage " "  Mail and express cars—8 wheel,  Total passenger cars  In addition to the above there are I In the Transportation Department: 8 wheel house cars, wreck trains " platform cars, with cranes " crate cars, for sawed wood 4 wheel house cars wreck trains " open cars for cord wood " depot fuel, etc	222 222 222 237 247 257 267 27 287 287 297 297 297 297 297 297 297 297 297 29	6 3,23 6 3,23 11 20 8 4 9 1 18 25 18 1	6 9 304 7 3,876 11 363 2 76 11 18 41 457 gement of 1871. 0 14 6 22 5 8 58 1 11	266,028 408 848 848 227 509 the road ,1872 2 20 4 4 5 4 4 6 6 8 6 8 6 8 6 8 6 8 6 8 6 8 6 8 6	Lebanon and Tremont Branch	94,367 88 83,402 55 814,718 52 776,312 08 202,534 76 962,000 00 157,485 99 390,621 34 33,448 59 222,402 76 185,131 87 114,584 00 47,727 34 116,070 45 157,414 19	33,086 7 135,284 4 \$45,922,674 1 \$1,531,396 6 4,471,576 8 18,825,964 8 1,590,784 8 1,124,583 8 20,016 2 \$27,564,322 9 \$27,564,322 9 \$2,184,431 6 638,389 6 69,017 7 141,070 4 164,441 1
" " platform " sand and ore " sand and ore " lime  Passenger cars—8 wheel  Baggage " " "  Mail and express cars—8 wheel  Total passenger cars  In addition to the above there are In the Transportation Department: 8 wheel house cars, wreck trains " platform cars, with cranes " crate cars, for sawed wood 4 wheel house cars wreck trains " open cars for cord wood " depot fuel, etc 4 wheel passenger and baggage cars	2,144 18 22 used in t 1871 1	6 3,23 6 3,23 11 20 8 4 9 1 8 1 25 8 1 25 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 9 304 7 3,876 11 363 2 76 1 18 41 457 gement of 2 1 1871. 0 14 6 22 4 5 8 58 1 17 2 114	266 809 6,028 408 848 227 509 the road ,1872 2 20 2 32 4 4 5 8 8 1 11	Lebanon and Tremont Branch	94,367 88 883,402 55 314,718 52 776,312 08 202,534 76 662,000 00 157,485 99 1990,621 34 33,448 59 122,402 76 185,131 87 114,584 00 47,727 34 116,070 45 157,414 19 7,431 95	38,086 7 135,284 4 \$45,922,674 1 \$1,531,396 5 4,471 576 8 18,825,964 8 1,590,784 5 1,124,583 8 20,016 2 \$27,564,322 9 \$2,184,431 7 638,389 0 69,017 7 141,070 4 164,441 3
Total freight cars  Passenger cars—8 wheel  Baggage "" Mail and express cars—8 wheel  Total passenger cars  In addition to the above there are a linguistry in the Transportation Department:  8 wheel house cars, wreck trains  " platform cars, with cranes  " crate cars, for sawed wood  " open cars for cord wood  " open cars for cord wood  " depot fuel, etc  4 wheel passenger and baggage cars stock trains and use of road	22 used in t 1871 1871 1871 1871 1871 1871 1871 18	66 20 4 80 6 8,23 11 20 8 4 4 99 1 12 8 1 25 5 18 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 9 304 7 3,876 11 363 2 76 1 18 41 457 gement of 1 1871. 0 14 6 22 2 4 5 68 1 17 2 114	266 209 6,028 403 844 845 227 509 the road ,1872 4 20 2 32 4 4 4 5 8 8 1 13	Lebanon and Tremont Branch New tracks and sidings  442,  Assets—cash and cash items  stocks and bonds held by company.  Coal lands, Phila, and Reading C. and I. Co. 11,  Materials on hand.  Debts due (current, partly secured)  Total assets.  Total assets.  Liabilities—debts due by the company.  coupons and interest.  interest on bonds & mortgages  interest on bonds & mortgages  atax on dividends  Cr. balance of renewal fund.  sinking fund, Schuylkill Nav.  Improvement bonds.  uages, materials, drawbacks,  and connecting roads.	94,367 88 883,402 55 314,718 52 776,312 08 202,534 76 662,000 00 157,485 99 1990,621 34 33,448 59 1022,402 76 185,131 87 114,584 00 47,727 34 116,070 45 157,414 19 7,431 95 41,881 90	21,969 7 33,086 7 335,284 4 \$45,922,674 1 \$1,531,396 5 4,471 576 8 18,825,964 8 1,590,784 5 1,124,583 8 20,016 2 \$27,564,322 9 \$2,184,431 7 638,389 0 69,017 7 141,070 4 164,441 1
" " platform " sand and ore " sand and ore " lime  Passenger cars—8 wheel  Baggage " " "  Mail and express cars—8 wheel  Total passenger cars  In addition to the above there are In the Transportation Department: 8 wheel house cars, wreck trains " platform cars, with cranes " crate cars, for sawed wood 4 wheel house cars wreck trains " open cars for cord wood " depot fuel, etc 4 wheel passenger and baggage cars	30 2,144 18 3 22 used in t 1871 1 5 1 45 46	66 20 4 80 6 8,23 11 20 8 4 4 99 1 12 8 1 25 5 18 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 9 304 7 3,876 11 363 2 76 11 18 14 45 2 9 46 6 22 2 46 8 56 1 17 2 114 2 8 3 53	266 209 6,028 403 844 845 227 509 the road ,1872 4 20 2 32 4 4 4 5 8 8 1 13	Lebanon and Tremont Branch New tracks and sidings  442,  Assets—cash and cash items  stocks and bonds held by company.  Coal lands, Phila, and Reading C. and I. Co. 11,  Materials on hand.  Debts due (current, partly secured)  Total assets.  Total assets.  Liabilities—debts due by the company.  coupons and interest.  interest on bonds & mortgages  interest on bonds & mortgages  atax on dividends  Cr. balance of renewal fund.  sinking fund, Schuylkill Nav.  Improvement bonds.  uages, materials, drawbacks,  and connecting roads.	94,367 88 .83,402 55 .814,718 52 .76,312 08 .202,534 76 .622,000 00 .157,485 99 .022,402 76 .885,131 87 .875,241 16 .77431 95 .41,881 90	38,086 7 135,284 4 \$45,922,674 1 \$1,531,396 5 4,471 576 8 18,825,964 8 1,590,784 5 1,124,583 8 20,016 2 \$27,564,322 9 \$2,184,431 7 638,389 6 69,017 7 141,070 4 164,441 1

Coal transported in tons of 2.240 bs											Astronomic Contraction	-
Total remover of passengers of the cost of 2,000 bs. 0.2,005 280 400 Materials transported in tons of 2,000 bs. 0.4,000 bs. 0.			1he			THE REAL PROPERTY.	MALAS					Mileage of Engines.
Merchandise transported in ions of 2,000 lbs. 2,305,286 2,891,400   844.	toal transported in to	to date in t	ons of 2.240	lbs62.227	355 67.098	876 18	343	39			1.800	393,192
Materials transported in tons of 2,000 bs \$47,466 4 93 57 1 150 100 100 ps \$45,466 1 981,987 1 150 100 100 ps \$45,19 4.81 100 1	Merchandise transpor	rted in tons	of 2,000 lbs.	2,805	2.891	400 18	344	47			2,731	613,041
Total tonage of road to date, in tose of 2,000 bs. 8,548,964   10,981,867   10,283,871   10,283,	Materials transported	in tons of 2	2,000 lbs	487	456 497	1011						810,285
Total receipts   \$12,502,834   \$4,303   \$1,404   \$2,008,109   \$1,000   \$1,400   \$1,000   \$1,400   \$1,000   \$1,400   \$1,000   \$1,400   \$1,000   \$1,400   \$1,000   \$1,400   \$1,000   \$1,400   \$1,000   \$1,400   \$1	Connage, including p	assengers, in	tong of 2,00	00 lbs 8,548	964 10,981	,001 18	47	77				1,184,272
Number of miles traveled by passengers	lotal tonnage of road	d to date, in	tons of 2,000	) lbs93,119	418 102,628	,887 18	348	64	22	-7	5,086	1,136,572
Equivalent number of through passengers to date	lumber of passenger	rs carried	Sangara	66 945	521 72 607		349	86	22	AND ASSESSED.		1,047,014
Total receipts:   1871.   1872.   1873.   1874.   1875	Ranivalent number of	f through pass	assengers	719	845 791							1,461,772
Receipts   1871.   1872.   1872.   1872.   1873.   1872.   1874.   1875.   1						678 18	352	103	30			1,517,931
Receipts						118	353	103				1,466,894
From travel. \$1,461,394 86 \$1,786,992 37   1956. \$141 58 \$5,719 1.9   19   19   19   19   19   19   1			10		1872.	18	354	141				1,674,403
"freight on merchandise]	From travel		8			2 37 18	356	141				1,942,317
## United States mail, etc.   \$27,512 88	" freight on mer-	chandise]		2,306,642 61		9 83 18	57	142				1,707,366
Total receipts	Height on tour					100						1,570,482
Total receipts	" United States	mail, etc		327,512 88	136,93							1,852,485
Balance from previous year	Total receipts		81	12 562 843 49	\$12 125 03	0 11 18	361	145	6	5	6,673	1,695,927
Balance of interest account.	Balance from previou	is vear		201.914 57		0 00 10	362	143				2,088,166
Total resources   \$12,821,788 06   \$13,818,665 21   \$65.   254   \$7						0 48 4	864	216				2,721,689 3,328,229
Expenses, viz:    St. 947, 644 20   \$2,078,479 05   \$168.   269   119   10,531   4,5			_			- 18	365	254				3,688,309
Running accouns. \$1,947,644 20 \$2,078,479 08 \$1699 297 141 11,1995 51 Workshop "	Total resource	es	\$1	12,821,738 06	\$13,818,66	5 21 18	366	267				4,261,336
Workshop   "   1,849,642   72   1,463,007   02   1670   309   146   15,728   51	Expenses, viz:					110	367	268				4,356,385
Norkshop	Running account			\$1,947,644 20		0 00 18						5,159,301
Depot	Workshop "		• • • • • • • • • • • • • • • • • • • •			02 18	370	309	14	6 1	5,728	5,100,175
Superintendence						8 78 18	371	343	23	8 1	6,320	6,543,138
Bridges							5/2	377	26	8	18,368	7,248,778
Buildings						5 48						
Machinery         65,122 11         80,558 76         1844         66,503         421,985         20,472         160,138         6           Richmond wharves         66,819 73         64,158 96         1845         66,503         421,985         20,472         160,138         6           Police         44 675 12         44,006 98         1846         88,621         1,188,258         74,971         101,471         1,1           Sundries         35,957 36         35,869 46         1847         97,643         1,360,661         71,718         165,493         1,1           Dumpage         183,639 63         184,216 72         1848         105,720         1,235,044         58,123         116,676         1.           Rents         859,796 39         827,418 89         1848         105,720         1,235,044         58,123         116,676         1.           Rents         20,127 76         21,487 14         1850         92,726         1,351,502         63,627         15,7450         1,7           Taxes—U. S., State, County and City         299,600 83         296,851 41         1852         115,164         1,650,912         75,769         119,177         2           Interest on bonded debt and mortgages         812,740<						4 60 X		Carried.				Total. 322,125
Richmond wharves						0 10 1	844	66.503				659,299
Sundries						8 80 1	845	. 63,719	814,279	26,039	102,408	1,046,812
Dumpage							846	. 88,641				1,515,473
Rents												1,700,916
Profit and loss, damages, prem. on gold, etc. 120,806 86 102,833 21 1850 92,726 1,351,502 63,625 157,450 1,1 181 1851 127,590 1,650,270 63,807 219,731 2,1 1851 127,590 1,650,270 63,807 219,731 2,2 184,804 1,048,04 1,048									1,097,762			1,429,564
Taxes—U. S., State, County and City 299,600 83 296,351 41 Renewal fund												1,743,680
Renewal fund												2,145,132 2 122,171
Total expenses						** **   1	853	211,819	1,582,248			2,076,197
Total expenses \$7,555,993 02 \$8,063,041 68 1856 282,300 2,088,903 196,896 236,700 2, New works 228,373 60 1857 291,679 1,709,692 184,617 182,512 2, 28,621,550 67 25,000 00 25	Kenewai iund			099,989 08	701,00	0 20 1	854	. 266,631	1,987,854			2,582,566
Interest on bonded debt and mortgages	Total expense	es		\$7,555,903 02	\$8,063,54	1 68	856	277,617				2,909,667 2,815,766
New works   228,373 60   1858   285,651   1,542,646   127,729   170,603   2,				812 274 05								2,326,700
Balance of renewal fund						1	858	. 285,651	1,542,646	187,729	170,603	2,126,888
Tetal disbursements \$8,621,550 67 \$10,064,669 35												2,405,313
Tetal disbursements \$8,621,550 67 \$10,064,669 35 B63	Balance of renewal	fund		****	90,16	7 79	861	368 651				2,819,897 2,348,900
Total reserved fund \$4 200,187 39	Total dishura	ements		48 691 550 65	\$10.064.66	1 1						3,260,956
Dividends to January, including state tax 3,410,631 49  Leaving a balance of	Total disputs	ещень		0,021,000 0	\$10,001,00							4,391,871
Dividends to January, including state tax.   3,410,631 49   3,593,391 40   1866   1,444,257   3,714,684   1,037,121   226,896   5,						5 86	865	1,048,521				4,606,284 4,712,018
Leaving a balance of	Dividends to Januar	y, including	state tax	3,410,631 49	3,593,39	1 40 1	866	. 1,444,257	3,714,684	1,037,121	226,896	5,574,906
PROGRESS OF THE COMPANY.  Fiscal Cost of Gross Operating Earnings Expenses, less Exp. 1843. \$7,119,292 \$394,318 \$214,923 \$179,495 \$.  1844. 9,398,354 597,613 329,442 268,171 \$21,026 507,305 \$21,026,334 \$21,026 507,305 \$21,026,334 \$21,026 507,305 \$21,026	Tassies a ba	lance of		e790 555 00	9160 60							5,421,533
Fiscal Cost of Gross Operating Earnings — Dividends.— 1870	Leaving a ba				\$100,00	1 20 1	869	1.527.769	4.239.457	1,422,738	337,117	5,488,557 6,667,195
Year. Property. Earnings. Expenses. less Exp. Amount. Rate. 1871 5,766,934 6,002,573 2,305,234 437,456 8, 1873 \$7,119,292 \$394,318 \$214,923 \$179,495 \$1.1844 9,398,354 597,613 329,442 268,171 STATEMENT OF THE GROSS RECEIPTS ANNUALLY, 1843-72: 1845 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 10,276,351 1,078,031 570,726 507,305 1,078,031 1	Titles of the		-	****	Distant	2. 1	870	. 2,034,039	4,633,504	1,754,943	293,578	7,449,928
1843\$7,119,292 \$394,318 \$214,923 \$179,495 \$						Pote I	871	. 5,766,934	6,002,573	2,305,234	437,456	8,548,964
1844	1843\$7,119,292	\$394,318		\$179.495			872					10,981,657
	1844 9,398,354	597,613	329,442	268,171	******		ST	ATEMENT OF TH	IE GROSS RI			
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	184510,276,351	1,078,031	570,726	1 037 705	312 000							Total.
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		2,002,945	1,100,406	902,539	411,840	104						\$394,318 597,613
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	184814,396,458	1,692,555	1,212,029	480,526		j	845	103,411	27,093	886,939	60,588	1,078,031
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	184916,318,087	1,933,591	1,023,245		240 500	]	1846	141,749	20,116	1,660,667	137,583	1,900,115
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	185116,649,515	2,314,330				0 1	1847		11,860	1,698,664	136,220	1,602 555
185317,905,018					722 971	8	1849		22,436	1.648.900	106,347	1,933,591
185317,905,018 2,088,287 1,329,511 1,385,770 172,935 3 10* 185418,464,115 3,781,639 1,771,101 2,910,538 587,423 10* 185218,464,115 3,781,639 1,771,101 2,910,538 587,423 10* 185218,464,115 3,781,639 1,771,101 2,910,538 587,423 10* 185218,464,115 3,781,639 1,771,101 2,910,538 587,423 10* 185218,464,115 3,781,639 1,771,101 2,910,538 587,423 10* 185218,464,115 3,781,639 1,771,101 2,910,538 587,423 10* 1852						6	1850	148,379	17,026	2,071,731	125,822	2,363,958
1852 168,430 22,555 2,100,677 138,964 24			1,329,511			104	1851	152,432	19.355	2,018,871	123.672	2,314,330
1855 19 004 180 4.321.794 1.972.937 2.348.856 1.077.029 \$ 5 1853 225,763 27,218 2,254,694 180,612 2,6		to white make					1852		22,555 27,218 23,823	2,150,677 2,254,694	180,612	2,688.287
185519,004,180 4,321,794 1,972,937 2,348,856 1,077,029 4 1853 225,763 27,218 2,254,694 180,612 2,000,000 1,000,000 1,000,000 1,000,000 1,000,000						4	1854	272,367	23,823	3,253,823	231.626	3,781,639
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	185619,163,151	3,913,742	1,969,020			8 1	1855	301.952	29,896	3,664,095	325,851	3,012,794
1857 19,262,720	185823.811.910	2,510,751	1,199,798	1,310,952			1856	288,427		2,412,923	329.986	3.065 522
1859. 24,070,835 2,724,293 1,276,180 1,448,113 1858 272,680 36,463 1,865,693 335,915 2,5 1,66024,161,889 3,312,546 1,686,561 1,625,985 1859 318,846 46,874 1,883,685 474,888 2,7	185924.070.835	2,724,293	1,276,180	1,448,113					36,463	1,865,693	335,915	2,510,751
186024,161,889 3,312,546 1,686,561 1,625,985	186024.161.889	3,312,546	1.686.561	1.625.985			1859	318,846	46,874	1,883,685	474,888	2,724,293
1861	186224,481,217	3 911 830	1,492,933	2 095 775	699 789		1860	333,359	51,409	2,328,158	599.620	3,312,546
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	186325,469,544	6.252.902	2 916,159	3,336,743	889,030		1861	403 564	105 431	2,879,419	523,416	3,911,830
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	186425,469,544	9,269,341	4,961,190	4,308,151	2,618,129	15*	1863	566,520	116,039	4,897,200	673 143	6,252,902
186425,469,544 9,269,341 4,961,190 4,308,151 2,618,129 15* 1863 566,520 116,039 4,897,200 673 143 6,3 186527,869,361 11,142,519 6,330,248 4,812,271 2,024,067 10* 1864 909,882 201,908 7,203,775 953,776 9,1 186629,929,440 10,902,819 6 738,747 4,164,072 3,198,736 10† 1865 1,065,847 284,103 8,627,292 1,165,277 11,1	186527,869,361	11,142,519	6,330,248	4,812,271	2,024,067	104	1864	909,882	201,908	7,203,775	953,776	9,269,341
$\begin{array}{cccccccccccccccccccccccccccccccccccc$	186731.208.443	9.106.496	6.266.434	2,840,062	2 329 998	107	1865	.065.847	284,103	8 245 697	1,105,277	10,902,919
186731,208,443 9,106,496 6.266,434 2,840,062 2,329,998 10+ 1866 1,026,217 209,366 8,245,697 1,421,539 10,4 1867 1,005,647 170,420 6,404,878 1,525,551 9,	186832,728,425	8,791,937	6,162,511	2,629,426	2,445,250	20414	867	005,647	170,420	6,404,878	1,525,551	9,106,496
186832,728,425 8,791,937 6,162,511 2,629,426 2,445,250 10* 186935,895,467 11,208,381 6,876,313 4,332,068 2,697,248 10; 186941,134,596 9,571,367 6,568,786 3,062,581 2,971,235 10 1869 1,184,006 98,512 8,346,240 1,579,623 11,134,596 98,512 8,346,240 1,579,623 11,134,596 98,512 8,346,240 1,579,623 11,134,596 98,512 8,346,240 1,579,623 11,134,596 1,586,346,240 1,579,623 11,134,596 1,586,346,240 1,579,623 11,134,596 1,586,346,240 1,579,623 11,134,596 1,586,346,240 1,579,623 11,134,596 1,586,346,240 1,579,623 11,134,596 1,586,346,240 1,579,623 11,134,596 1,586,346,240 1,579,623 11,134,596 1,586,346,340 1,579,623 11,134,596 1,586,346,340 1,586,346,340 1,586,346,340 1,586,346,340 1,586,346,340 1,586,346 1,5	186935,895,467	11,208,381	6,876,313	4,332,068	2,697,248	101	1868	987.606	136,384	6,252,224	1,415,723	3 913,742 2,510,751 2,724,293 3,312,546 3,911,830 6,252,902 9,269,341 11,142,519 10,902,819 9,106,496 8,791,937 11,208,381
187041,134,596 9,571,367 6,508,786 3,062,581 2,971,235 10 18691,184,006 98,512 6,346,240 1,579,623 11,187142,814,719 12,562,843 7,555,903 5,006,940 3,148,284 10 1870 1,205,539 176,513 6,498,871 1,690,444 9,4	1870 41,134,596	9,571,367	7 555 903	5,002,581	3,148,284	10 1	1869 1	,184,006	99,512	6,346,240	1,579,623	11,208,381
1868. 32,728,425 8,791,937 6,162,511 2,629,426 2,445,250 10* 1867 1,005,647 170,420 6,404,878 1,525,551 9, 1869. 35,895,467 11,208,381 6,876,313 4,332,068 2,697,248 10; 1870. 41,134,596 9,571,367 6,508,786 3,062,581 2,971,235 10 1871. 42,814,719 12,562,843 7,555,903 5,006,940 3,148,284 10; 1872. 45,922,674 12,125,038 8,063,542 4,061,496 3,422,278 10 1871. 1,641,395 327,512 8,287,293 2,306,643 12,125,038 1,005,647 12,005,647 170,420 6,404,878 1,525,551 9; 1869. 1,105,647 170,420 6,404,878 1,525,551 9; 1869. 1,184,006 98,512 8,346,240 1,579,623 11; 1872. 45,922,674 12,125,038 8,063,542 4,061,496 3,422,278 10 1870. 1,205,539 176,513 6,498,871 1,690,444 9,1872. 45,922,674 12,125,038 8,063,542 4,061,496 3,422,278 10 1870. 1,641,395 327,512 8,287,293 2,306,643 12,1872. 45,922,674 12,125,038 8,063,542 4,061,496 3,422,278 10 1870. 1,641,395 327,512 8,287,293 2,306,643 12,1872. 45,922,674 12,125,038 8,063,542 4,061,496 3,422,278 10 1870. 1,641,395 327,512 8,287,293 2,306,643 12,1872. 45,922,674 12,125,038 8,063,542 4,061,496 3,422,278 10 1870. 1,641,395 327,512 8,287,293 2,306,643 12,1872. 45,922,674 12,125,038 8,063,542 4,061,496 3,422,278 10 1870. 1,641,395 327,512 8,287,293 2,306,643 12,1872. 45,922,674 12,125,038 8,063,542 4,061,496 3,422,278 10 1870. 1,641,395 327,512 8,287,293 2,306,643 12,1872. 45,922,674 12,125,038 8,063,542 4,061,496 3,422,278 10 1870. 1,641,395 327,512 8,287,293 2,306,643 12,1872. 45,922,674 12,125,038 8,063,542 4,061,496 3,422,278 10 1870. 1,641,395 327,512 8,287,293 2,306,643 12,1872. 45,922,674 12,125,038 8,063,542 4,061,496 3,422,278 10 1870. 1,641,395 327,512 8,287,293 2,306,643 12,1872. 45,922,674 12,1872. 45,922,6	AUG 1 94.019.119	12,125,038	8,063,542	4,061,496		10	870	641 395	27.512	8,287,293		11,208,381 9,571,367 12,562,843
* Paid in stock † Stock or cash as preferred. ‡ Half Stock, and half cash. 1872 1,786,962 136,931 7,513,115 2,688,030 12,1	187245,922,674							-11TH L -12TH 6				

R	AILI	ROAL	EA	RNIN	GS-	MON	THL	7.				
Jentral Pacific (in gold):     January.       1867.     38,100       1868.     64,463       1869.     212,604       1870.     413,104       1871.     536,499       1872.     592,223       1873.     852,860       Chreago and Aiton;     852,860	February. 51,831 86,937 218,982 394,176 485,490 571,836	March. 60,029 81,396 391,308 488,382 614,447 875,763	April. 81,156 96,481 485,048 633,758 720,929 949,568	May. 95,828 106,835 568,270 768,720 892,341 1,380,923	June. 121,702 164,729 556 080 729,274 795,176 1,138,273	July. 174,812 259,590 532,657 783,100 869,297 1,272,510	August, 8 181,297 251,832 511,854 807,816 1,006,373 1,271,629	September. 200,550 262,770 609,788 787,184 995,922 1,254,689	October. 212,109 296,422 579,642 828,447 981,006 1,285,576	November 128,166 286,562 535,360 777,513 897,234 1,299,900	75,871 842,743 467,659 583,692 672,358 1,007,125	Total. 1,470,653 2,300,767 5,670,882 7,995,116 9,467,072 12,900,126
1866.     226,168       1867.     243,787       1868.     276,117       1869.     343,182       1870.     2281,109       1871.     355,235       1872.     372,316       1878.     352,568       382,268     352,568	222,241 157,832 275,140 315,099 316,037 342,369 329,170	290,111 285,961 267,094 388,727 342,897 384,999 378,021	269,249 282,165 279,121 328,390 348,039 388,964 381,644	\$29,851 835,510 903,342 345,833 408,686 461,290 440,457	371,544 342,358 384,504 492,854 408,659 466,097 435,192	821,597 854,244 404,012 851,045 418,709 533,655 482,987	387,269 415,982 558,101 493,232 506,681 534,163 572,331	322,638 408,999 486,196 506 623 497,519 507,617 496,062	360,223 426,752 503,746 468,212 475,608 473,227 543,518	323,030 359,102 409,569 397,515 441,197 455,607 454,915	271,247 330,169 361 701 340,851 404,264 377,687 861,171	3,695,153 3,892,861 4,508,643 4,681,563 4,849,405 5,278,910 5,164,897
Chicago and Northwestern:       1868	317,839 482,164 399,917 574,664 807,478	390,355 499,296 523,845 765,398 850,192 1,142,166 858,359 774,934 846,394	421,363 468,358 537,519 774,280	466,830 585,623 858,948 896,712 1,211,150 1,268,444 1,177,897 1,094,101 1,074,779	366,100 565,145 747,942 925,983 893,658 1,180,933 1,251,951	281,334 480,710 702,691 808,524 888,214 1,076,674 1,157,056 1,034,393 851,846	296,169 519,306 767,508 797,475 1,063,237 1,251,940 1,037,974 1,227,513 1,099,337	473,186 669,605 940,707 1,000,086 1,448,942 1,507,479 1 305,673 1,259,282	551,122 729,759 982,683 1,200,216 1,541,057 1,570,067 1,371,780 1,306,338 1,047,318	435,945 716,378 754,671 1,010,892 1,211,530 1,107,084 1,140,145 1,037,964 1,006,235	407,688 563,400 547,842 712,359 879,900 1,001,987 845,708 773,494 852,422	2,811,544 6,114,568 7,976,490 9,299,430 11,682,739 13,384,471 13,355,467 12,203,408 11,008,277
Clevekand, Col., Cin. and Indianapolis:     242,205       1868.     224,112       1870.     203,069       1871.     270,204       1872.     327,638       1878.     358,612	236,160 180,840 226,897 273,751 318,627	242,509 239,522 244,182 315,149 854,766	236,435 247,661 246,046 295,460 366,960	193,959 241,456 260,169 281,491 878,493	203,696 259,408 274,021 288,775 326,434	218,347 253,367 249,355 314,850 330,970	271,425 341,783 319,012 360,759 404,286	287,451 320,025 317,887 374,671 419,439	293,296 293,615 339,239 338,723 428,598	262,798 271,555 319,573 340,625 386,514	230,061 242,621 284,156 317,773 337,404	2,918,342 8,095,965 8,273,719 3,765,348 4,380,129
Erie:	971,193 1,294,976	1,201,500 1,460,178	1,253,955 1,548,812	1,443,272 1,729,218	1,498,494 1,463,961	1,720,078 1,550,023	1,864,554 1,525 243	1,794,397 1,643,464	1,694,651 1,743,752	1,483,454 1,704,374	1,417.211 1,392,615	17,398,327 18,694,096
Illinois Central:  1867. 647,120 1868. 587,443 1869. 669,138 1870. 623,383 1871. 624,744 1872. 637,436 1878. 587,439	524,871 536,165 524,693 661,789 529,617 527,068	417,071 444,443 709,645 601,826 563,598 572,175	440,271 518,800 568,282 555,087 620,228 547,988	477,027 572,551 640,975 684,539 713,162 636,373	516,493 626,249 778,261 712,647 718,722 641,410	525,242 549,714 696,228 627,216 707,992 616,680	709, 327 794, 325 841, 363 899, 052 836, 041 763, 256	738,530 889,967 979,401 901,235 890,287 759,967	823,901 931,530 914,406 903,225 753,184 863,746	727,810 685,401 814,413 811,708 755,436 681,332	613,329 681,041 696,677 697,751 688,131 640,183	7,160,992 7,817,629 8,823,482 8,678,958 8,401,142
Kansas Pacifie: 183,673 1871 182 189,606 1872 159,606 1873 150,567	152,264 191,738	267,411 300,783	303,915 322,875	306,944 341,843	266,086 322,559	282,723 329,838	332,555 357,302	365,446 349,468	387,999 449,418	303,305 314,513	210,197 223,240	3,321,518 3,693,183
Lake Shore and Michigan Southern:     1871	1,076,112 1,251,511	1 312,617 1,470,048	1,217,339 1,521,518	1,190,033 1,474,467	1,140,916 1,311,110	1,130,847 1,204,443	1,295,369 1,440,873	1,368,948 1,567,869	1,402,597 1,824,882	1,345,316 1,525,812	1,235,285 1,433,931	14,797,975 17,322,614
Marietta and Cincinnati:     92,433       1869.     98,617       1870.     90,177       1871.     130,883       1872.     152,577       1873.     170,023	81,599 91,666 98,275 126,224 142,408	98,482 103,558 101,379 140,740 150,784	108,461 109,526 106,246 118,173 145,858	95,416 111,033 110,213 119,650 158,717	95,924 118,648 111,117 115,115 154,587	108,413 114,496 111,127 118,572 149,550	126,556 129,388 118,407 137,341 162,521	121,519 140,473 132,998 166,191 191,841	125,065 132,869 153,531 175,438 208,977	119,169 131,019 144,023 172,567 207,911	121,408 109,629 141,376 169,820 204,196	1,294,095 1,390,822 1,418,869 1,690,714 2,029,927
Michigan Central:     384,120       1809     387,992       1871     418,755       1872     505,586       1873     605,586	320,636 329,128 442,665 484,022	386,527 384,431 486,980 558,533	411,514 412,030 470,703 607,678	403,646 405,283 480,847 593,641	366,623 363,187 427,096 505,314	829,950 326,891 422,015 505,808	353,569 378,880 529,890 580,908	473,546 467,990 628,660 667,849	490,772 511,447 582,802 785,338	448,419 453,873 537,434 616,024	374,542 387,827 507,950 676,783	4,744,164 4,755,958 5,940,102 6,988,471
Milwaukee and St. Paul: 1868	821,203 330,400 382,823 327,431 387,526	833,508 420,951 377,571 400,149 426,192	436,412 460,288 443,133 483,884 474,188	\$65,718 630,844 730,700 662,368 580,432	458,191 678,923 755,737 658,017 594,769	423,398 586,531 636,434 481,113 488,348	522,682 525,547 661,020 506,557 565,729	1,024,045 724,732 808,318 815,346 811,961	1,037,464 1,040,102 908,313 841,150 950,945	\$56,917 801.135 791,014 644,625 702 838	468 880 496,566 529,758 473,295 \$13,787	6,517,646 7,250 061 7,420,421 6,690,690 6,957,730
Pacrite of Missouri:       1869     .194,112       1870     .202,447       1871     .212,005       1872     .264,319       1873     .227,897	207,302 250,617 219,504 238,823	294,302 294,874 819,765 303,594	278,247 289,550 285,416 305,755	264,273 283,221 284,732 269,560	249,849 263,828 275,351 804,512	184,411 260,449 287,540 265,406	262,515 843,195	350,613 353,677 364,128 338,497	329,243 341,373 369,887 384,193	298,708 321,659 385,103 337,920	271,207 236,108 299,552 360,404	3,184,28; 3,438,93; 3,630,69 3,678,68
Philadelphia and Reading:     .500,488       1867.     .500,488       1869.     .427,437       1869.     .479,236       1870.     .478,872       1871.     .506,387       1872.     .657,318	534,561 518,174 525,490 574,706 423,045 645,090	703,618 651,019 765,433 679,332 644,506 823,683	836,603 817,750 904,834 514,493 688,578 1,044,251	965,358 761,220 499,463 593,966 1,063,002 1,116,387	903,974 744,188 630,680 617,058 1,510,088 1,167,008	864,637 314,472 1,232,908 569,697 1,213,308 1,071,407	1,129,489 1,359,633	873,153 1,006,631 1,294,621 1,241,903 1,418,141 1,193,695	956,658 1,159,726 1,235,366 1,199,094 1,413,643 1,822,847	1,143,309 1,423,278	899,258 837,080	9,256,28 8,735,08 11,316,90 9,642,17 12,500,66
8t. Louis, Aiton and Terre Haute:       127,593         1868	133,392 127,317 158,788 124,810 140,471	149,164 175,950 172,216 154,697 165,969	155,388 171,868 172,347 140,302 154,641	130,545 157,398 155,081 134,390 147,540	140,408 154,133 150,719 139,761 149,832	143,987 144,164 129,567 153,571 130,145	204,597 1 186,889 1 167,305 1 165,107 1 167,496	158,627 188,442 177,085	201,648	189,351 152,909 152,515 17e,169	160,085 137,794 192,995 155,480	1,985,75 2,008,26 1,871,03 1,786,54 1,926,67
1878	95,610 122,373 156,292	105,033 144,533 181,055	103,716 126,212 178,686	117,625 117,664 187,625	116,242 114,786 180,786	107,524 118,016 181,246	126,012 3 131,484 0 194,450	127,412 141,165 189,204	******	124,988 154,427 226,503	123,948 169,607 207,967	1,372,28 1,545,76 2,270,84
1806	240,395 293,645 328,791 431,949	257,800 242,705 295,279 393,455 460,646	311,833 318,699 443,611 447,311	840,892	848,638 439,515	322,756 553,994 434,468	450,246 466,431 452,079 614,175	470,720 508,043 558,817 565,811	422,369 451,294 600,205 621,351	323,37° 425,68° 531,080 489,341	484,284 515,618 516,965 466,081	4,242,34 4,454,46 5,786,66 5,944,5
Union Pacific: 1876	500.139 373,995 584,115	\$89,288 499,806 565,861	706,608 684,540	880,442	746,450 728,174 885,459	643,058 678,69 743,88	664.061 681,866 789,567	728.521 800,402 868,754	719,696 777,365 980,700	5 570.168 2 708,149 6 915,72	505,058 542,908	7,654,09 7,574,94

Imports of Dry Goods.	The contract for building the l
The imports of foreign dry goods at New York for the month of January, were:	
ENTERED FOR CONSUMPTION.	from the city of Covington, or Newport, K
1872. 1873.	te a point on the boundary of Kentucky
Manufactures of wool\$2,107,000 \$1,948,812	ginia, near the mouth of the Big San
" cotton 2,076,074 2,064,227	140 miles, has been awarded and the
" silk 1,963,935 1,829,281	
# flax 1,068,963 1,038,681 Miscellaneous dry goods 935,336 704,269	
W-4-1 t-red for consump 99 151 909 97 594 776	a short extension to unite with the Ch
Total entered for consump. \$8,151,308 \$7,584,770 WITHDRAWN FROM WARRHOUSE.	and Ohio road at Huntington, a direct lin
1872. 1873. Manufactures of wool\$1,238,098 \$1,404,737	177
" cotton 766,367 920,396	
silk 845,237 664,579	
flax 731,566 677,603 Miscellaneous dry goods 165,420 110,366	
Miscellaneous dry goods. 165,420 110,366	road, to Tuckerton, a distance of fifteen
Total withdrawn from	
warehouse\$3,746,688 \$3,777,686 Add entered for consump. 8,151,308 7,584,770	State Land of the Control of the
Add entered for consump. 8,151,308 7,584,770	States March 1, 1873.  DEBT BEARING COIN INTEREST.
Tot. thrown on the market.\$11,897,996 \$11,362,453	Amount
ENTERED FOR WAREHOUSING.	Outstanding. \$20,000,000 00
1872. 1873.	6 per cent. 1881 bonds, 1861 18,415,000 00
Manufactures of wool\$1,480,721 \$1,286,84	7 6 per cent. 1881 bonds, (Oregon,) 1861
" cotton 1,209,260 1,467,28 " silk 1,258,896 1,525,76	" I A ner cent 1881 honds, 1861 189.821.350 00
" flax 646,237 710,29	0 6 per cent 1881 bonds 1863. 75,000,000 00
Miscellaneous dry goods 221,500 203,08	5 per cent. 10-40 bonds, 1864 194,567,300 00 6 per cent. 5-20 bonds, 1864 2,298,000 00 6 per cent. 5-20 bonds, 1864 68,061,250 00 6 per cent. 5-20 bonds, 1865 155,949,800 00
Total entered for wareh'g\$4,816,614 \$5,193,22	6 per cent. 5-20 bonds, 1864 2,298,000 00 6 per cent. 5-20 bonds, 1864 68,061,250 00 6 per cent. 5-20 bonds, 1865 155,949,800 00
Add entered for consump. 8,151,308 7,584,77	0 16 per cent. consols, 1865 208,795,600 00
A 4 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	6 per cent. consols, 1868 38,636,600 00
Total entered at the port. \$12,967,922 \$12,777,99	
The imports of foreign dry goods at New Yor	Aggregate of debt bearing coin interest\$1,753,813,000 00 \$5
for seven months ending with January, were:  ENTERED FOR CONSUMPTION.	Interest due and unpaid
1872. 1873.	DEBT BEARING INTEREST IN LAWFUL M 3 per cent. certificates, 1867-68 \$1,310,000 00
Manufactures of wool \$16,733,242 \$12,553,15	9 3 per cent. navy pension fund,
cotton 9,955,683 8,858,46 silk 14,614,279 11,601,91	g (4 per cent. certificate of in-
silk 14,614,279 11,601,91 flax 6,998,094 5,999,07	
Miscellane's dry goods. 6,039,516 4,254,90	
Total entered for cons'p.\$54,340,814 \$43,267,51	
Total entered for cons'p. \$54,340,814 \$43,267,51 WITHDRAWN FROM WAREHOUSE.	Amount
1872. 1873.	4 to 6 per cent. old debt, 1837 \$57,665 00
Manufactures of wool \$8,010,049 \$13,506,44	8 5 per cent. Mexican indemnity
cotton 2,784,277 5,134,85	6 per cent. bonds, 1847 1,650 00
flax 2,757,912 2,503,41	2 1847 3,800 00
Miscellaneous dry goods. 803,460 1,123,49	5 per cent. Texas indemnity bonds, 1850
( Martin and Adams from	5 per cent. bonds, 1860 10,000 00
Total withdrawn from warehouse\$19,139,210 \$28,834,70	6 per cent. 5-20 bonds, called 1862 955,400 00
Add entered for consump. 54,340,814 43,267,51	notes, prior to 1846 82,575 35
Matal Alasama an Alasama	- 1-10 to 6 per cent. treasury notes, 1846
Total thrown on the mar- ket	6 per ct. treasury notes, 1847. 950 00
ENTERED FOR WAREHOUSING.	1857 2,000 00
1872. 1873.	7 3-10 per cent. 3 years' treas-
Manufactures of wool \$9,314,833 \$13,007,77	8 ury notes, 1861 19,450 00
" cotton 3,737,320 5,892,80 silk 5,720,775 6,987,73	5 per cent. 2 year notes, 1863. 61,100 00
" flax 3,535,791 4,081,73	55 notes, 1863-64 513,510 00
Miscellaneous dry goods. 1,002,788 1,152,40	
Total entered warehouse. \$23,311,507 \$31,122,56	6 per cent. certificates of in-
Add entered for consump. 54,340,814 43,267,5	6 4 to 6 per cent. temporary
	10an, 1864
Total entered at the port. \$77,652,321 \$74,890,10	)2
The above figures represent only the foreign	Interest has ceased since
cost of the goods in gold, the freight and duty n included.	DEBT BEARING NO INTEREST.
and succession .	Demand notes, 1861-62 \$84,802 50
The stockholders of the Tripartite Bridge	Certificates of deposit 21,110,000.00
Company, at a meeting held in Pittsburgh on the	The Fractional currency, 1862-3-4. 45,292,106 47
28th ult., decided, by a vote of 6,650 shares	Unclaimed interest
favor to 840 against it, to discontinue the ente	F- A

The stockholders of the Tripartite Bridge Company, at a meeting held in Pittsburgh on the 28th nlt., decided, by a vote of 6,650 shares in favor to 840 against it, to discontinue the enterprise and surrender the charter,

	The contract for building the Kentucky
į	and Great Eastern Railroad, which is to extend
	from the city of Covington, or Newport, Kentucky,
	te a point on the boundary of Kentucky and Vir-
	ginia, near the mouth of the Big Sandy River,
	146 miles, has been awarded and the work will
	be begun this month. By the terms of the con-
	tract sixty miles of the road are to be completed
	in September, 1873, and the whole in 1874. By
•	a short extension to unite with the Chesapeake
)	and Ohio road at Huntington, a direct line will be
	opened from Cincinnati to Richmond and Norfolk,
	Va.
ı	74.

An enterprise has been proposed, which neets with much encouragement, to build a raiload from Pomona, on the Camden and Atlantic oad, to Tuckerton, a distance of fifteen miles.

### statement of the Public Debt of the United States March 1, 1873.

1		Amount	Accrued
1		Outstanding.	Interest.
ı	5 per cent. bonds, 1858	\$20,000,000 00	\$166,666 67
ł	6 per cent. 1881 bonds, 1861	18,415,000 00	184,150 00
ł	6 per cent. 1881 bonds, (Ore-		100
ı	gon,) 1861	945,000 00	9,450 00
۱	6 per cent. 1881 bonds, 1861	189,321,350 00	1,893,213 50
1	6 per cent. 5-20 bonds, 1862	265,961,300 00	5,319,226 00
ı	6 per cent. 1881 bonds, 1863	75,000,000 00	750,000 00
	5 per cent. 10-40 bonds, 1864	194,567,300 00	4,864,182 50
1	6 per cent. 5-20 bonds, 1864	2,298,000 00	45,960 00
١	6 per cent. 5-20 bonds, 1864	68,061,250 00	1,361,225 00
ı	6 per cent. 5-20 bonds, 1865	155,949,800 00	8,118,996 00
	6 per cent. consols, 1865	208,795,600 00	2,087,956 00
١	6 per cent. consols, 1867	815,861,800 00	3,158,618 00
	6 per cent. consols, 1868	38,636,600 00	386,366 00
	5 per cent. funded loan of 1881	200,000,000 00	883,333 33
	Aggregate of debt bearing		
	coin interest	1,753,813,000 00	
	Interest due and unpaid	************	4,978,680 79

Aggregate of debt bearing interest in lawful money	\$15,988,000	00	\$110,618	39
debtedness of 1870	678,000	00	13,560	00
18684 per cent. certificate of in-	14,000,000	00	70,000	00
3 per cent. certificates, 1867-68 3 per cent. navy pension fund,	\$1,310,000	00	\$27,058	39
DEBT BEARING INTERE	ST IN LAWF	UL	MONEY.	

ectose in inwith money	W10,000,000 00	\$110,010 99
DEBT ON WHICH INTEREST HAS	CEASED SINCE	MATURITY.
	Amount	Interest due
	Outstanding.	and unpaid.
to 6 per cent. old debt, 1837	\$57,665 00	\$64,174 81
per cent. Mexican indemnity	40.,000.00	4
stock, 1846	1,104 91	85 74
per cent. bonds, 1847	1,650 00	172 00
per cent. bounty land scrip,	1,000 00	112 00
per cent. bounty mind scrip,	3,800 00	235 60
per cent. Texas indemnity	0,000 00	200 00
	174 000 00	44 000 00
bonds, 1850	174,000 00	11,300 00
per cent. bonds, 1860	10,000 00	625 00
5 per cent. 5-20 bonds, called		The second
1862	965,400 00	102,945 91
1-10 to 6 per cent. treasury		
notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury		7-11
notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes,	000 00	0, 00
1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	878 00
7 2 10 per cent 2 wears) trees	0,100 00	910 00
7 3-10 per cent. 3 years' treas-	90 450 00	1 401 01
ury notes, 1861	19,450 00	1,481 01
5 per cent. 1 year notes, 1863.	91,125 00	4,568 35
5 per cent. 2 year notes, 1863.	61,100 00	4,317 35
6 per cent. compound interest		
notes, 1863-64	513,510 00	102,127 53
7 3-10 per cent. 3 years' treas-		
ury notes, 1864-65	296,200 00	26,205 58
6 per cent. certificates of in-		
debtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary	0,000 00	020 20
loan, 1864	78,560 00	7,343 80
3 per cent. certificates called.	720,000 00	2,192 47
o por come certificates carried.	120,000 00	2,104 41
Aggregate of debt on which		F-6
interest has ceased since		
maturity	43,098,240, 26	4331 508 30

Aggregate of debt bearing no interest...... \$453,171,388 97

AOSI.TIASI RECAPIT	Amount Outstanding		Interest	100
Debt bearing interest in coin, viz:			Antorosa	
Bonds at 6 per cent	1,339,245,700 414,567,300		and the late	
	1,758,813,000	00	\$29,158,023	79
Debt bearing interest in law- ful money, viz:	0000	94 24		
Certificates at 4 per cent	678,000	00	Minate A	
Navy pension fund,3 per cent. Certificates, 3 per cent	1,310,000	00	Total A	
Debt on which interest has	\$15,988,000	00	110,618	39
ceased since maturity	3,093,240	26	831,508	89
Debt bearing no interest, viz: Old Demand and legal-tender	ात हो। इस	1110	Ports	-
notes	356,084,302	50	II opening	
Certificates of deposit	27,770,000	00	Troping .	
Fractional currency Coin Certificates	45,292,106 24,024,980			
	27,028,900	-00	Books	
Toolelmed interest	\$453,171,388	97		
Unclaimed interest		20	16,604	84

Total debt, principal and interest, to date, including interest due and unpaid.....\$2,255,682,384 64 AMOUNT IN TREASURY. Coin .....

\$2,226,065,629 23 \$29,616,755 41

Currency.
Special deposit held for redemption of certificates of deposit as provided by law... 27,770,000 00 \$98,301,684 11

Debt, less amount in Treasury, Mar. 1, 1873. \$2,167,380,700 53 Debt, less amount in Treasury, on the 1st ult. 2,162,658,681 30 Decrease of debt (interest account) during

the past month...

Decrease of debt since March 1, 1872.....

Decrease from March 1, '69 to March 1, '72. \$5,277,880 77 68,432,797 45 365,082,559 48 BONDS ISSUED TO THE PACIFIC BAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	INTEREST LATERIES	IN MARKEUM B	1000	0.8.0	
-		Amount		Aceru	
0		Outstanding	07.	not pa	
9	Central Pacific bonds, 1862-64	\$25,885,120		\$258,851	
	Kansas Pacific bonds, 1862-64	6,303.000		63,030	
0	Union Pacific bonds, 1862-64.	27,286,512	00	272,365	12
9	Central Branch Union Pacific	set I do no	-93	NIPE .	
0	bonds, 1862-64	1,600,000	00	16,000	00
	Western Pacific bonds, 1862-4	1,970,560	00	19,705	60
0	Sioux City and Pacific bonds,	11 A 650 V	1		
-	1862-64	1,628,320	00	16,283	20
9	Totals	\$64,623,512	00	\$646,235	12

Interest paid by United States, \$18,509,230 12 foreign repaid by transportation of mails, &c., \$4,18,383,52; balance of interest paid by United States, \$14,322,927 38.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Feb. 23, 1673.

GEO. S. BOUTWELL, Secretary of the Treasury.

### Texas and Pacific Rallway

Work on this great railway through Sherman is being pushed with vigor, and between here and Bonham is within a few days of completion. The work is also within two or three weeks of completion east, between Bonham and Honey Grove; and seven miles of grading has been finished west of Sherman towards Pilot Point. The bridging east of Sherman is being rapidly finished. The timber work at the bridge over Choctaw will be about two thousand feet long, and a Howe truss bridge of eighty-feet spans will be thrown across that stream. Several pile-drivers have been at work between here and Bonham for some time, ome of them working day and night, We learn some of them working day and the telegraph will from our Paris exchanges that the telegraph will be finished to that place in about ten days; the poles last week had been set up one mile west of Honey Grove and are being put up rapidly to-wards Sherman, and in a short time we may ex-pect to converse by lightning with the cities of Jefferson, Shreveport and New Orleans.

We learn that in a short time after the completion of the Texas Central to Sherman, which will be but a few days, that track-laying will begin on the Trans-Continental from Sherman east to Bonham and Paris .- Sherman Patroit.

The last rail of the Port Royal Railroad was laid on the 28th uit., and trains traversed its entire length. This road connects the harbor of entire length. This road connects the harbor of \$15,005 to Port Royal, S. C., with Augusta, Ga., and the west,

# RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend,

Marked thus (*) are leased roads.	standing.	rerious.	Payable.	Marked thus (*) are leased roads,	standing.	r crious.	Fayable.	Marked thus (*) are leased roads.	standing.	Periods.	Dividend Payable
Albany and Susq*50 Allegheny Valley50	2,256 350	- & -		Louisv., Cin. and Lex 50	8,000,000 1,623,483	M. & S. J. & J.	Sept.'72 2 July '69 3	Warren (N. J.) 100 Warwick Valley 100	\$2,860,000	M. & N.	Nov.'72 2
Atlanta and West Point.100	3,693,200	- & -	July '71 4	Louisville & Nashville 100	848,700 8,980,600	J. & J. F. & A.	July '72 44 Feb. '73 3	Warren (N. J.)100 Warwick Valley100	225,000	A. & U.	A DI. 72 2
Atlantic and St. Law*100	39,494,900	J. & J. M. & B.	July '71 34 Mar. '73 2			J. & D.	Dec. '70 3	West Jersey	1,209,000	J. & J.	Feb. '73 4 Jan. '73 3
" new 1870.100 A von Geneseo & Mt. M. *100	104 950	A. & O.	Oct '72 14	Lowell and Lawrence 100 Lykens Valley 20 Macon and Western 100	2 500 000	C. CLIV	Feb. '73 24 Jan. '73 6	Worcester and Nashua. 75	1,400,555		July'72 3
Washington Br 100	13,151,962	M. & N A. & O.	Nov. 72 5	Maine Central 100 Manchester and Law 100	3,400,500	- 6	Nov. 72 5	HORSE-POWER R. R.		11	
LELEGISDRIK Dr. bier** of			Jan. '73 1	marietta & Cincinnati 50	1.372.891	- A	The state of the s	Albany City 100 Baltimore City 100	110,390	F. & A.	Ang 179 1
lossburg & Corning.* 50	200,000	J. & D.	Dec. 172 24	" 1st pref. 50 " 2d pref. 50	4.400.308	M . 45. N	Sep. '66 38 Sep. '66 38	Dest 1 OF 1		- 4-	
loston and Albany 100 los., Clin. & Fitchb.pref.100	688,200	- 4 -		Memphia & Charleston 25	400,000	TAD.	Feb. '73 8	Broadway (Brooklyn)100 Broadw. & 7th Av. (N Y)100	200,000	A. & O. J.A. J.O.	Jan. '73 8
Agricultural Br. guar 100 lost. Conc. & Mont. pref100	800,000	IM. de N.	Dec. '723 Nov. '723	Mill Creek & Minchill 50	17,989,548	TAT	Tall. 10 48	Brooklyn Ulty 100	1,500,000	J. & D. F.M.A.N	Feb. '73 3
lost., Conc.& Mont.*pref100 loston and Lowell500 loston and Maine100	5,000,000	MAN	Jan. 78 4	Milwaukee and St. Paul. 100	11,822,878	J. & J.	Dec. 70 78	Brooklyn and Jamaica 100	488 100	J. & J. - & -	July'70
uffalo, N. Y. and Erie*. 100	8,950,000 950,000	M. & N.	Nov. '725 Feb. '73 34	M. Hill & Schuyl. Hav.* 50 Morris and Essex* 50 Nashua and Lowell 100 Naugatuck 100	8,856,450	J. & J.	Jan. '73 4	Cambridge100	802,000 727,800	J. & J. A. & O.	Oct. '72 4
urlington and Mo. Riv.100	5,686,000	M. & S.	Mar. '73 5s	Nashua and Lowell 100	800,000	M. & N.	Nov.'72 3	Cen. Park, N. & E. Riv_100	1,068,400	A. & O. J. & J.	Oct. '67 2
amden and Amhov*100	5,847,800	J.A. J.O.	Jan. '73 24	Naugatuck 100 Nesquehoning Valley* 50 Newark and N. York* 100 N. Bedford & Taunton 100 N. Castle & Beaver Val.* 50 N. Haven & Northamp 100	1,000,000	M. & S.	Aug. '72 52 Sept.'72 5	Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
amden and Atlantic 60	752,760	- & -	Oct. '72 84	Newark and N. York*100 N. Bedford & Taunton_100	977,400 500,000	J. & J. M. & N.	Jan. '72 84 Nov. 179 5	D. Dook, E. B'dw, & Bat. 100	1,200,000	F.M.A.N	Feb. '73 2
hape Cod	915,577 447,000	J. & J. J & D.	Jan.'72 \$24 Dec. '72 2	N.Castle & Beaver Val.* 50 N.Haven & Northamp100	1,800,000	J. & J.	Aug'69 12e	Elizabeth and Newark 100 42nd St. & G. St. Ferry 100	200,000	J.A. J.O. - & -	3
atasauqua & Fogelsv 50	1.159.500					J.A. J.O.	Jan. '78 24	Frankf. & Southw.(Ph.) 50	491,700	M. & N. J. & J.	Jan. '73 5
ayuga and Susq.*	2,200,000	M. & N.	Nov. 172 84	New London Northern*100 N.Y. Cen. & Hudson R, 100 New York and Harlem 100	89,428,330	A. & O	Oct. 72 4	Germantown (Ph) 50 Girard College (Ph.) 50	1,00,000	J. & J. J. & J.	Jan. '73 3
edar Rapids & Mo. R. *100	6,850,400	M. & N.	Nov. 72 14	" pref.100	1,500,000	J. & J.	Jan. '73 4 Jan. '78 4	Grand St. and Newton 100 Green & Coates St. (Ph.) 50	170,000 500,000	J. & J.	July '71 2 Jan. '73 4
entral of Georgia100	4,666,800	J. & J	Jan, '73 5	N. Y., N. H. & Hartf 100 N. Y., Provid. & coston 100 Nieg. Bridge & Canand*100	2,000,000	J. & J.	Jan. 173 5	Heston, Mantau & Fairm. 60	0.000,000	J. & J.	Jan.'73 4-
entral of New Jersey 100 entral Ohio* 50	2,425,000	J. & D.	Jan, '73 24 Dec. '72 3	MOULD OBLOHUR 100	4,000,000	irregular.	Jan 170 6	Maldon and Malusas 100	200 000	-&-	Oct. '71 6
lentral Ohio pref 50	400,000 380,000	J. & D.	Dec. '728		111.000					J. & J.	Jan. '73 4
hemung	2.100,000	J. & J.	Jan. '733 Mar. '73 6	Northern Central 50 Northern N. Hampsh100	5,000,000	M. & N	Nov 170 9	Ninth Avenue (N. Y.) 100	400,000 197,320		Oct. '72 8
hicago and Alton100	2,425,400	M. & S.	Mar. 78 5	Northern New Jersey*100	1,000,000	J. & J	Jec. 124	Orange and Newark 100 Philadelphia City 50	282,555		
hicago, Burl. & Quincy. 100 hicago, Iowa & Nebras*100	8,916,300	M. & S. J. & J.	Mar. '73 5s Jan. '73 4	Ogdensb. & L. Champl. *100	8,077,800	41. 46. 41.	Jan 179 5	Philadelphia and Darby 20 Phila, and Grey's Ferry 50	200,000	J & J.	July 771 2
hicago, Burl. & Quinoy, 100 hicago, Iowa & Nebras*100 bhicago & N. Western_100 pref.100	21,259,563	J. & D.	Dec. '72 34 Dec. '72 34	Ohio and Mississippi 100	19,995,847	-4-	Oct. 124	Pog, Alleg. & Manchester 50	200,000	J. & J. M. & N.	Nov. 169 8
hicago, R. L & Pacinc. 100	2 500 000	A. & O.	Oct. '72 4	Oil Cr. & Allegheny R. 50	4,024,474	J. & D.	June'72 34	Second & Third St.(Ph.) 50	952,100	J.A. J.O. J. & J.	Jan. '73 5
in, Sand. and Clev. 50	2,980,550	- 4-	Apl. '72 10s		6,297,900	J. & J.	Jan. '73 3 Jan. 78 3	17th & 19th streets (Ph.) 50 Sixth Avenue (N. Y.)100 Third Avenue (N. Y.)100	500,000 750,000	J. & J. M. & N.	Jan. '73 2
lev., Col., Cin. & ind., 100 leveland & Mahoning. 50	18,914,000	F. & A.	Feb. '73 34	LEGING OF WISSORLI 100				Third Avenue (N. Y.)100 13th & 15th street (Ph.). 50	1,170,000	F.M.A.N J. & J.	Feb. '73.3
lieveland & Manoning". 50	11,250,854	F.M.AN	Nov. '723 Feb. '73 2	Paterson and Hudson*.100	000,000	J.A. J.O. J & J.	Jan. '73 3 Jan. '73 4	Somerville (Boston) 100 South Boston 50	75,000	1. & N.	Nov. 72 3
lieveland & Manoning. Sollieveland & Pittaburg. Sollieveland & Pittaburg. Sollieveland & Pittaburg. Sollieveland & Ind. Cen.*.100 lollieveland & Hocking Vsl. 100 loneord.	1,786,800	M.J.S.D.	Dec. 1722	Paterson and Newara *.100 Paterson and Ramapo *.100	241,000	J. & J.	Jan. '73 4	Union (Boston)100	200.000	J.A. J.O.	July '72 7
Colum. & Hocking Val. 100	848,964	F. & A	Aug. '72 5	Pember. & Hightstown*. 50	347.150	T A. T	Jan. '71 3 Nov.'72 6	Union (Phila.) 50 West Philadelphia 50	400,000	J. & J. J. & J.	Jan. '72 5 Jan. '73 8
one & Passun p siv. 1 (	850,000 2.100,000	J. & J. F. & A.	Jan. '73 31 Feb. '73 3	Pennsylvania	1,200,000 6,004,300	B. & A.	Feb. '73 4	CANALS.		1	
Donnecticut River	1.000.000	J. & J.	Jan. '73 5	66 66 66 mmaf 50	9 400 000	T . T	Jan. '72 4	Chesapeake & Delaware 50 Chesapeake and Ohio 25	8,229,594	J. & D.	Dec. '72 3
Name bankand VEHEV.	1.494.250	A A CY	Oct. '72 4	Phil., Ger. & Norristwn* 50 Philadelphia & Reading 50	02,004,010	J. & J.	Jan. '73 5	Delaware and Hudson 100	1,633,350	F. & A.	Feb. '73 4
Danbury and Mcrw.d 50 Delaware	1,230,941	M.J.S.D. J. & J.	Dec '714 Jan. '73 8	" pref 50 Phila, and Trenton" 100 Phila, Wil. & Balt 50 Pittab, Ft. W. & Ohi.* 100 Special Imp.100 Pittafield & N. Adama 100 Port'and and Keimebec.100 Yarmouth certificates 100 Portl., 8aco & Portsm 100	1,551,800	J. & J. J.A. J.O.	Jan. '73 8	Delaware and Raritan*.100	5,847,400	J.A. J.O.	Jan. '73 2
Del., Lackaw. & Westn. 50 Detroit & Milwaukee . 5 pref. 50	452.850	J.A.J.U.	July '72 24	Phila, Wil. & Balt 50 Pittsb., Ft. W. & Chi.*_100	11,485,750 19,714,285	J. & J.	Jan. '73 4	Lehigh Coal & Navigat. 60	8,739,800	M. & N.	May '67 8
pref. 50	5,000,000	J. & J.	Dec. '69 7	Special Imp. 100 Pittsfield & N. Adams. 100	2,000,000 4£0,000	J.A. J.O.	Jan. '73 14	Morris (consolidated) 100	1,025,000	F. & A.	Aug. '72 2
Last Pennsylvania 50		J. & J.	Jan. '73 4	Port'and and Kennebec.100	616,700	J. & J.	Jan. '73 3 Jan. '72 3	Pennsylvania 50	4,337,950	F. & A.	Aug '72 5
		J. & J.	Jan. '73 3 Jan. '72 3	Porti., Saco & Portsm100	1,500,000			Schuyl. Nav. (common)* 50 " (pref.). 50 Susq. and Tide Water 50	1,908,207 2,898,977	F. & A. F. & A.	Feb' 73 30 Feb' 73 60
Rastern (N. H.) 100 Amira, Jef. & Canand 100	\$00,000	W. & A.	Feb. 773 24	Providence & Worces100 Raleigh and Gaston100	1,600,000	J. & J.	Jan. '73 6 July '71 6	Susq. and Tide Water 50 Union 50	2,002,746	-4-	*********
Elmira Williamsport 50	000,000	J. & J.	Jan. '73 3	Rensselaer & Saratoga *100 Roch. & Genesse Val.*.110	557,500	J. & J.	Jan. '73 4	Union	2,907,850	J. & J.	
Erie Railway100	8,536,910	March.	Mar. '73 14 Mar. '73 34	Rome, Watert, and Ogd_100 Rutlanu*100	2,998,900 2,700,000	J. & J.	Feb. '73 5s		2,200,000	0. ac 0.	9 att. '09 ~
Erle and Pittaburg* 50	1,090,250	M.J.S.D.	Dec. '72 14	Rome, Watert. and Ogd.100 Rutlanu*	4,300,000	F. & A.	Feb. '78348	Adams Express100	10,000,000	M.J. S.D.	Mar. '73 2
leorgia 100	4,156,000	J. & J.	July '724	St. Croix and Penobscot.100 St. L., Alt. & T. Haute.100 " " prel.100 St. Louis and Iron Mt100	2,300,000	- & J.	July '71 2	American Coal	1,,000,000	M. & B. J. & J.	Mar. '72 3 Jan. '73 3
rand Trunk, (Ca.) 100	14,367,946	- 4 -		St. Louis and Iron Mt. 100	10,000,000	F. & A.					
Hannibel & St. Joseph. 10	4,151,700	F. & A.	Aug.'70 34	st. L., Kan. C. & North. 100 pref. 100	12,000,000 12,000,000		Nov. 172 \$2	Brunswick City 100 Butier Coal 26	1,000,000 500,000	-&- J. & D.	Dec 69 85
Ianover Branch, (ra.). 60	116,850	M. & N.	Aug. '70 7 Nov. '72 8	Saratoga and Schenec.*_100 Schuylkili Valley* 50	800,000 676,050	A. & O.	Oct.' 72 81	Canton164	731,250	- & -	Top 189 4
Iarlem Extension 100 Iarrisburg & Lancaster 50	1,182,500	J. & J.	Jan. '73 34	Seaboard and Roacoke_100 Shamokin V. & Pottsv.* 50	1,151,400 869,450	MAN.	Nov. '70	Cumberland Coal & Iron.100	500,000	-&-	Apl. '72 5
Ianiover Branch, (*1.)	616,000	J. & J.	Jan. '73 4	St. L., Kan. C. & North 100 St. L., Kan. C. & North 100 St. L., Kan. C. & North 100 Saratoga and Schence.* 100 Schayfkili Valley* 50 Scaboard and Roaroke.100 Shamokin V. & Pottsv.* 50 Shore Line*	995,800	J. & J.	Jan. '72 54	Mariposa Gold100	2,836,600	-&-	Dec. 70 8
. hanr be	210,000	J. (# J.	July '68 34	Shore Line*	5,819,275	F. & A.	Feb '72 1	certif 100	2,324,000	J. & J.	********
Indianapolis, Oin, & Laf. 50	7,685,497	M. & S	Sept.'67 4	Staten Island	660,000	J. & J.	Feb. '72 4 July '67 4	Pacific and Atlantic Tel. 25	20,000,000 8,000,000	M.J. S.D.	Sep. '69 8
offersonv. Mad. & Ind. 100	2,000,000	I. & J.	Jan. '66 5	Stockbridge and Pitts.*.100	445,700 267,800	J. & J. M. & N	Jan. '72 34	Pacific and Atlantic Tel. 25 Pennsylvania Coal 50 Pullman Palace Car 100	4,000,000	F.M.A.N F.M.A.N	Feb. '78 5
Joliet and Unicago" 100 Joliet & Morth, Indiana 100	300,000	J.A. J.O. J. & J.	Oct. '72 14 July '72 4	Sussex (N. J.)	2,502,250	F. & A.	Feb. '73 8	Quicksilver, common 100 preferred 100	4,300,000	- 36 -	*******
Lake Shore & Mich. So. 100	888.500	F. & A.	Feb. '73 4	Syr., Bingham. & N.Y.*100 Taupton Branch	1,670,189	-&-	Sept.'72 4	Spring Mountain Coal 50	1,250,000	J. & J.	Jan. 72 5
awrenor 50	260,200	- & -	Tan 100 8	Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 4 Jan. '73 6	United States Express_100	6,000,000	F.M.A.N	Feb. '73 2
ahigh & Susquehanna.	8,789,800	M & N.	May '67 5	South Western, (Ga.) * 100 Staten Island	1,000,000	M. & N.	Jn.'7011-4s Nov.'72 24	Quicksilver, common 100 Spring Mountain Coal 50 Spruce Hill Coal 10 United States Express 100 United States Trust 100 Wells-Fargo & Co. Exp 100 West. Union Telegraph.100 Wilkesbarre Coal 100 Wyoming Valley Coal 100	1,500,000 6,000,000	J. & J.	July '71 & Jan. '73 4
Atile Miami,	6,871,450	J.A. J.O.	Jan. '78 2	Utica and Black River 100	1,666,000	J. & D. J. & J.	Dec. '71 84	West, Union Telegraph, 100 Wilkesbarre Coal100	3,400,000	J. & J.	July'70 3
Male Schuvirille M	2.646,100	LAL	Jan. 140 Si	Vermont and Canada -100	9.500,000	TAD	Dec 1900	Wyoming Valley Coal 100	1 950 000	B	WATER OF S

# NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Marke Price,	Grand Colleges Samuel	Amounts outstanding.	Rate.	Payable.	PAY- ABLE,	Market
National Securities Mar. 1, 1873. Loan of June 14, 1858registered	\$6,045,000	5	Jan. & July.	1874	110	Massachusetts—(\$30,712,882): State (public works) scrip, '72	706,000	5	Various.	'72-'80	
Loan of February 8, 1861registered	13,955,000 13,754,000	5	Jan. & July.	1874 1880	110	State (public works) scrip	364,000 2,800,000	6	June & Dec. Jan. & July.	172-177	
coupon	4,661,000 945,000	6	Jan. & July.	1880 1881	1184	Union Fund Loan, 1862	600,000	5	4 4	177-178	
Dregon War Bonds of March 2, 1861coupon Loan of July 17, and Aug. 5, 1861registered	125,508,050	6	Jan. & July	1881	116	Coast Defense Loan, 1863	4,379,500	5	May & Nov.	1894	101
ooupon Loan of Feb. 25, 1862 (5-20s)registered	31,442,700	6	May & Nov.		1184 1154	War Loan (5-20) cur. 1866	2,001,000	6	Mar. & Sept.	1894 1886	
Coan of March 3, 1868registered	234,518,600	6	Jan. & July.	1882 1881	116	R. R. & Hoosac T. bonds, £1,448,700 stg. R. R. & Hoosac Tunnel bonds, dollar	7,175,451 1,166,500	5	4 44	188-193	3
coupon	21,519,550 2,298,000	6	May & Nov.	1881 1884	118	Loan (B., H. & Frie R. R.) £743,600 stg Michigan—(\$2,332,293):	8,599,024	5	Jan. & July.	1900	
Loan of March 3, 1864 (5-20s)registered to an of June 30, 1864 (5-20s)registered	33,144,550	6	May & Nov.	1884	1154	Canal Bonds, 1859	81,000	6	Jan. & July.	1879	
	34,916,700 36.734,850	6	May & Nov.	1884 1885	115 à	\$2,000,000 Loan Bonds, 1863	445,000 431,000	6	4 4	1873 1878	9
(5-20s)coupon	119,214,950	6	Jan. & July.	1885 1885	1164	\$2,000,000 Loan Bonds, 1868	718,000 463,000	6	May & Nov.	1883 1890	
(5-20s)coupon	149,757,250	6	4	1885	114	Bounty (War) Bonds, 1865	160,000	6	Jan. & July.	1878	
3d series (5-20s)registered (5-20s)coupon	90,984,350 224,877,450	6	Jan. & July.	1887	1148 116	Minnesota—(\$350,000): Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	
4th series (5-20s)registered (5-20s)coupon	14,147,000	6	Jan. & July.	1000	115	State Building Bonds, 1867-'68 and '69 Railroad Bonds (suspended) 1858	250,000 2,275,000	7	Jan. & July. June & Dec.	1883	
Loan of March 3, 1864. (10-40s)registered	139,907,350	5	Mar. & Sept.	1904	1111	Missouri-(\$17,669,000):	439,000	6	Jan. & July.		
(10-40s)coupon Consols of July 14, '70 & Jan. 20, '71.registered	128,685,450	5	F. M. A. & N.	1881	1134	State Bonds, proper, 1865-'68	1,589,000	6	66 66	187-185	
Consols coupon registered	71,314,550	5	F. M. A. & N.	1881 1886	113	S. W. Br. of Pacific R. R. bonds, guar State Bonds, funding, 1867-68	2,727,000	6	4 4	'74- 90 '76-'91	1 8
coupon	*******	46	F. M. A. & N.	1886		Nevada-(\$660,000):	DEC TON	10	Mar. & Sept.	11/6	
Consols registered coupon	*******	4	46 46	1901		New Hampshire—(\$2,405,400):	11145(1/0)11				1
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.) Navy Pension Fund of July 23, 1868(cur.)	1 310,000	3				War Loan Bonds, July 1, 1861	600,000	6	Jan. & July.	'71-'78	8
Certificates of Indebtedness 1870(cur.)	678,000	4	Jan. & July	1875		War Loan Bonds, Oct. 1, 1866 New Jersey—(\$2,896,200):	750,000	6	April & Oct.	'72-'74	4 9
Pacific R. R. Bonds(currency) U. S. Notes and Fractional Currency	64,623,512 401,376,409	nil	······································			War Loan Bonds, 1861, tax free	1,200,000	6	Jan. & July.	'78-'8	1 10
State Securities, latest dates.						War Loan Bonds, 1863, tax free War Loan Bonds, 1864, tax free	1,002,000	6	" "	186-190 197-10	2
Alabama—(\$15,42,000):	2,582,800	5	May & Nov.	186-19	59	New York—(\$38,121,600): General Fund Stock	900,000	6	J. A. J. & O.	1875	1
Bonds (new), 1866, 168 and 172	2,386,000	8	Jan. & July	186-19	2 83	General Fund Stock	800,000	6	4 4	1878	1.
Railroad Aid Bonds, 1870 and '71 Railroad Bonds endorsed, 1870 and '71	2,620,000 13,600,000	8			1	General Fund Stock	1,189,780	6	46 66	pleas.	
Arkansas—(\$ 0,400,0 0): Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	199-100	43	Canal Stock	1,108,420 7,408,000	6	4 4	1874	
Levee Bonds, 1871	2,185,000	7	4 "	1901		Canal Stock	2,572,000	6	4 4	174-171	6 1
Deficiency Bonds, 1872	300,000 5,465,000	7	April & Oct	1382		Bounty Loan Bonds, 1867, registered	20,675,000	7	Jan. & July.	1877 1877	
California—(\$3,31 ,500) Civil Bonds 1857 and '60	2,108,000	7	Jan. & July	77-18	0	Bounty Loan Bonds, 1867, coupon	1.372.000			1877	10
Bounty and Relief Bonds, 1863 and '64	954,500	7	44 44	183-18	5	North Carolina—(\$29,900,045): State (old) Bonds 1848 to 1860 State (old) Bonds 1848 to 1860	4,738,000 3,639,000	6	Jan. & July. April & Oct.	72-19	2 3
State Capital Bonds, 1871	250,000	7	_		****	State (old) Bonds 1848 to 1860	3,009,045	6	Jan. & July.	192-191	8 1
War Loan, July 1, 1861, (10-208) War Loan, Jan. 1863 and '64 (208)	706,700 2,386,000	6	Jan. & July	1871	1 99	State (new) Bonds, 1867 to 1870 Funding (Debt) Bonds, 1866	1,859,000 2,417,400	6	April & Oct.	1 52-19	6
War Loan, Oct. 1, 1864 (10-30s)	935,500	6	April & Oct			Funding (Interest) Bonds 1868	1,821,400	6	April & Oct.	1878	
War Loan, Oct. 1, 1865 (20s) tax free Florida—(\$0,728,865):	1,741,100					Ohio-(\$9,022,721):	Land Control of	1			1
Convention Bonds 1868 Bonds, 1:68-'69	30,000 191,000	6	April & Oct Various.		9	Loan of 1860 Bonds, skg f'd Loan of 1850 Bonds, skg f'd	1,600,000	6	Jan. & July.	1870	
Bonds, 1871 Loan to Jack., Pensa., & Mob. R.R., 1870	210,000	8	Various. Jan. & July			Loan of 1860 Bonds, skg fd Loan of 1856 Bonds, skg fd	1,495,369	6	44 44	1881 1886	
Georgia—(\$10,494,500):	The state of the			1	1	Oregon—(\$290,527):	17.7		Ton & Tule	1	F
<ul> <li>Bonds for W.&amp; Atl. R. R. 1842, '43, '44&amp;'48</li> <li>Bonds for W. &amp; Atl. R. R. 1842 and 1848.</li> </ul>	866,000 276,500	6 7	Various.	172-17	4	Bounty and Relief Bonds of 1864	200,000	7	Jan. & July.	1890	1
<ul> <li>Bonds for Atl.&amp;Gulf R.R., '58, '59, '60&amp;'61</li> <li>Bonds for Atl. and Gulf R. R., 1866</li> </ul>	600,000	6			1	Pennsylvania—(\$23,272,956): Loan of Feb. 1867 (\$-10s)	92,850	5	Feb. & Aug.	172-17	2
Bonds of Act of March 12, 1866	3,900, 00		Jan. & July Various,	1886		Loan of Feb. 1867 (5-10s)	3,786,550	6		772-17	711
Bonds of Acts of Sept. and Oct. 1870 Railroad endorsements, to July 1872	4,880,000 12,000,000	7	Various.	1990-19	2 84	Loan of Feb. 1867 (10-15s)	7,890,550	6		777-18	21
Illinois—(\$2,133,634): Interest Bonds, inscribed stock, 1847		6	Jan. & July	. 1878		Loan of Feb. 1867 (15-25s)	723,950 9,271,850	6	4 4	182-19	21.
Refunded Stock Bonds, 1859	348,000	6	11 11		8	Inclined Plane Loan, of April 1849	400,000	6	April & Oct	1879	
Thornton Loan Bonds, 1861	417 000	6	44 44	1880		(old)	*******	6	Feb. & Aug		-10
Kansas—(\$1.336.675):	250,000	6	May & Nov	1881	****	(old)		41	Jan. & July.	1882	1
State Bonds (various) 1863 to 1864 State Bonds (various) 1861 to 1869			Jan. & July		9	War Bonds of Aug. 1862	1,049,000	6	Mar. & Sept.	1882 1893	
Kentucky-(\$2,750,810):	-,,	7			1	of June 1863	602,000	6	lan. & July.	1893	
State Bonds 1835 and '43	683,000	5	Mar. & Sept April & Oct	1878	2	South Carolina—(\$15,857,327):	A CONTRACTOR OF	6			1
Military Bonds, 1864 (15 or 30 yrs) Louisiana—(\$21,214,800):	809,000	6		79-19	4	State House, Stock and Bonds '53-'66	1,283,188	6	Jan. & July.	1888	0
State Bonds, to R. R. Co's, 1840 to 1866.		6	Various.	'93-'9	8 72	'66'69	2,262,714	6	Jan. & July.	187-19	7
Deficiency (Treasury) Bonds 1853 Funded coupons (new) 1866-'68	997,000	6	44 44	1.90- 9	8	Blue Ridge R. R. Bonds 1854	970,000	6	44 44	1888	8 .
Levee Bonds 1867	4.000,000	6	May & Nov Various.	1907		Conversion Bonds 1869	7,371,700	6	April & Oct.	1888	
1870	3,000,000	8	Mar. & Sept	1875		Tennessee—(\$30,952,156):	The state of the s	6	Jan. & July.	1	ľ
Penitentiary Bonds, 1869	8,000,000 500,000	7	May & Nov Mar. & Sept	1910		Btate Bonds (direct)	4,819,544	6	April & Oct.	"	
State B'ds(N.O., Mob.&Chat.R.R.)'70, '71 Redemption (certificates) Bonds 1866	3,250,000 250,000	8	Jan. & July	10-'1	1	Endorsements	9,000,000	6	Jan. & July.	. 4	1
Int. (Miss.& Mex. G. S. Can.)Bonds 1869	480,000	7.	Mar. & Sept	1889		Texas—(\$3,397,325):	Cross tweet and	7	Jan. & July.	290.21	31
Int. (N. La. & Tex. R. R.) Bonds 1869 Maine—(\$7,227,900):	,	8	April & Oct	1898		Deficiency Bonds, 1871		10	Mar. & Sept.	1876	9
Civil Loans Bonds, 1856-'61	8 832 500	6		'73-'7 '83-'8	8 991	Vermont—(\$822,000): War Loan Bonds, coupons	621,000	8	une & Dec	171-17	۵,
Municipal Equalization Bonds	8,084,400	6		1880		War Loan Bonds, coupens registered		6	4 4	771-77	8
Maryland—\$12,436,718): Bonds to B. R. and Canals, 1827-'47	1,587,222	5	J. A. J. & O			State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'0	0
Bonds to R. R. and Canals, (stg) 1838 Bonds to R. B. and Canals, 1834-'29	5,985,544	6		1890		State Bonds (old) coupon	11,105,000 1,865,000 6,692,425	6	4 4	186-10 186-10 176-18	0
Bonds to Ches. & Ohio Canal 1870	8,630,545 \$11,365	6		1888		Funded Interest, 1866-'67	6,092,425	1 6	4 4	176-18	7

Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.		Interes	t Payable.	Due.	Price	Description of Bonds	Amount.	ate	Inter	est Pay	yable.	Due.	Pring
Donnipus vi anni		R	W	hen.	Where.	A	A			-	When.		Where.	A	å
dirondack: 1st Mortgage labama Central:	\$980,000 1,600,000		Jan.			1886		Brunswiek and Albany: 1st Mort.(gold)end. by Ga.tax fr. 2d Mort. sinking fund gold Buffalo, Bradford and Pittsburg:	\$3,630,000 2,350,000	6	April & (	et. F	New York.	1908 1893	
labama and Chattanooga:			100					General Mortgage. Buffalo, Corry and Pittsburg: 1st Mortgage. Buffalo, New York and Erie: 1st Mortgage.	\$80,000	7	Jan. & Ju	aly. N	New York	1896	
lst Mortgage, guar. by Ala Id Mortgage	16,000pm 9,000pm		Jan.	se Ju	y. New York.	1889 1889		1st Mortgage	700,000	7	March & Se	ept. N	New York.	1886	
labama and Georgia :		8	Jan.	& Jul	y. New York.	1891		Buffalo, New York and Erie: 1st Mortgage	2,000,000	7	June & I	Dect 1	New York.	1877	1
st Mortgage, guar.by Ala.& Ga. bany and Susquehanna:	1,000,000	7				1888	984	Buffalo, New York & Phila.:	2 000 000	6				1896	
lst Mortgage	2,000,000	7	Jan. April	& O	t. 66 66	1885	98	Buffalo, New York & Phila.: 1st Mortgage Burlington, Cedar Rapids & Minn. 1st Mortgage coin or stg skg f'd. Burlington and Missouri River:	0,000,000	-	Jan. & J		New York.		
Albany Loan	399,000		May	& No	Albany.	1881 1895	924	Burlington and Missouri River:	20,000pm	7*	May & N	ov. N.	Y. & Lond.	1899	1
lexandria and Fredericksburg:			Tune	a D	-	1896		Land and R. R. Mortgage Stock Bonds pref. 2d lien	5,058,350		April & (		Boston.	1893 1875	
1st Mortgage llegheny Valley : General Mortgage	1,000,000							Stock Bonds pref. 3d lien	1,200,000	8	Jan. & Je	65	66	1878	1:
General Mortgage Special Mortgage to Penn	4,000,000 3,500,000			& Jul		1896	92 874	Stock (common) Bonds Stock (common) Bonds	980,000 899,500	8	Jan. & J		44	1879 1894	1:
ndroscoggin: 1st Mortgage (Bath Loan)	425,000					1891		Stock (common) Bonds Burlington & Mo. Riv. in Neb.:	1,377,840	8	45	88	44	1889	1
rkansas Central (narrow gauge):								1st Mortgage convertible	5,587,971	8	Jan. & J	uly.	Boston.	1894	1
lat Mortgagetchison and Nebraska:	8,000pm		Jan.	& Ju	y. New York.	1891	70	Burlington and Southwestern: 1st Mortgage	20,000pm	8	May & N	lov.	Boston.	1895	
1st Mortgage tchison, Topeka and Santa Fe:	3,500,000	8	Jan.	& Ju	y. Boston.	1891		Cairo and Fulton (Arkansas): 1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & J	nlv 1	New York.	1891	1
lst Mortgage (gold)	15,000pm			& Ju	y. Boston.	1899 1902	871	Cairo and St. Louis (3 ft. gauge): 1st Mortgage	2,250,000				,		1
Land Grant Mortgage (gold) tlanta and Richmond Air Line:	7,500pm		-					Cairo and Vincennes:			April &		New York.	1901	ľ
lat Mortgage (guar. by Ga.) lantic and Great Western:	16,000 pm	8	Jan.	& Ju	y. New York.	1900	884	1st Mortgage, gold	3,500,000	7*	April &	Oct. 1	New York.	1901	1
ist Mortgage (gold)	19 000 000	778	Manal	. A. Clas	4 44	1902 1902	****	1st Mortgage, sinking fund Camden and Atlantic:	2,250,000	7*	Jan. & J	aly. 1	New York.	1889	1
3d Mortgage (gold) Income tlantic and Gulf:	29,000,000	7*	May	& No	v. "	1902	****	1st Mortgage of 1853	490,000		Jan. & J	dly.	Camden.	1873	1
Consolidated(285 m.) tree U. 3.tax	2,000,000	- 6	Jan.	& Jul	y. New York.	1897		2d Mortgage of 1854 Uamden and Burlington County:			April &		66	1879	-
Sectional (S.A. & G. R.R.) bonds let Mortgage (S. Ga & Fla.R.R.)	310,000	7	66	& No	44 44	var. 1888		Consolidated 1st Mortgage Canada, Michigan and Chicago:	388,000	6	Feb. & A	lug. P	hiladelphia.	'70-'97	1
ed Mortgage (S. Ga. & Fla. R.R.)	200,000		66	00 INC	es 4	1889		lst Mort. (skg fd) for \$2,750,000		7		1	New York.		Ì
lantic and Lake Erie: 1st Mort. (gold) for \$5,000,000		74	Jan.	& Ju	y. New York.	1901		Canada Southern: 1st Mort (skg fd)g'd for \$9,000,000		74	Jan. & J	ulv.	New York.	1906	1
tlantic, Miss. and Ohio (428 m.): Let Mortgage for \$15,000,000		-		& Ju		1901		Carthage & Burlington(C.B & Q.) 1st Mortgage guar. and tax free.		8	May & 1		New York.	1879	1
lantic and North Carolina .			1					Catawissa:		1					1
st Mortgage	200,000	1		& Ju			****	1st Mortgage (old)	, 1,300,000	7	Feb. & A	64	hiladelphia.	1882 1900	1
Land Mortgage gold bonds Ist Mort. (So. Pac. R.)gold b'de	3,000,000 7,250,000		Jan.	& Ju	y. New York.	1888 1888		Chattel Mortgage Cazenovia and Canastota:	208,850	10	54	44	46	'80-'81	9
tlantic and St. Lawrence:							4	1st Mortgage, gold	250,000	7	Feb. & A	lug.	New York.	1890	
1st Mortgage (sterling) of 1853 2d Mortgage (sterling) of 1864	484,000 1,499,966	64	April	& N	London.	1878 1884	****	1 1st Mort. (C. F. to Waverly)	294,000		April &	Det.	New York.	1884	
Bd Mortgage (sterling) of 1871 ald Eagle Valley:	712,932	6*	May	& No	v. "	1891	****	1st Mort. (W. to Minn. Line) Cedar Rapids & Mo.Riv. (C&NW)	1,377,000	7	Jan & J	uly.	66 66	1907	
1st Mortgage	371,200		Jan.	& Ju	y. Philadelphia	1881		1st Mortgage, 1st Div. \$10,000pm 1st Mortgag 2d Div. \$10,000 p. m	700,000		Feb. & A	lug.	New York.	1891 1894	
2d Mortgagealtimore and Ohio:	100,000		-			1884	****	1st Mortgage 3d Div. \$16,000 p. m	2,332,000		May & 1	Nov.	"	1916	1
Loan of 1855 '75 Loan of 1850-'80	863,250 579,500		Jan.	& Ju	y. Baltimore.	1875	971	Central Branch Union Pacific: 1st Mort. (Atch. & Pike's Peak).	1,600,000	6	May & 1	Tov.	New York.	1895	1
Loan of 1853–'85 Loan of 1855–'90 (Balt.) skg fd	1,710,500 3,645,683	6		& 0	et. II	1885 1890	97%	2d Mortgage Governm't subsidy Central of Georgia:	1,600,000		Jan. & J	uly.	11 4	1895	-
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March	& Ju	t. London.	1895	****	1st Mortgage	789,000	7	March & S	ept.	New York.	1875	
2d Mort.(N.W.Va.R.R.)assumed 3d Mort.(N.W.Va.R.R.)assumed	485,500 140,000			& Ju	y. Baltimore.	1873 1885	100	Central of Iowa: 1st Mortgage, gold, \$16,000 p.m.	3,248,000	7	Jan. & J	ulv.	New York.	1899	-
attimore and Potomac: 1st Mort. (funnel) gold guar	1,500,000		Ton	& In	y. Baltimore.	1911		2d Mortgage, gold, \$4,000 p. m. Central of New Jersey:	812,000	T	April &	Oct.		1991	
1st Mortgage (R. R.) gold guar.	3,500,000	6	April	& O	et. "	1911	****	2d (now 1st) Mortgage (balance	170,000	7	May & 1	Vov.	New York.	1875	
angor and Piscataquis: 1st Mortgage (Bangor loan)	600,000					1899		New Mortgage for \$5,000,000 Loan of Leh.C. & Nav.Co.(asu'd	2,310,000	6	J. A. & J	J. O. P	hiladelphia.	1890 1897	-
1st Mort. (Bangor loan) extens'r ay City and East Saginaw :	122,000	7	66	6	2	1901		Central Ohio (B. & O.:) 1st Mortgage guaranteed		1			Baltimore.	1890	
1st Mort. quar.by F.& P.Mrq.Co	100,000	10	Jan.	& Ju	y. Detroit.	1886		Central Pacific of California:		1					0
edford and Bridgeport: 1st Mortgage	509,000	8	Apri	å: 0	ct. Philadelphia	a. 1891		1st Mortgage, 30 years bonds, gold Convertible 20 years bonds, gold	1,500,000	1 6	66	46	New York.	195-19 1883	y
elfast and Moosehead Lake: 1st Mortgagn (gold)	150,000	6	May	& No		1890		Convertible 20 years bonds, gold State Aid B'ds (Int. by State) gold lat Mort. (Western Pacific) gold lat Mort. (Calif. & Oregon) gold lat Mort. (S. Fr., Okld & Ala.).	1 2,735,000	6	4 66	44	66 66	1885 1899	
elieville and Southern Illinois:				& O			95	1st Mort. (Calif. & Oregon) gold	1 6,000,000			4 9	an Francisco	189-19	1
1st Mort., guar. by St.L.A.& T.H eloit and Madison (C. & N.W.)	2,100,000		-					1st Mort. (San Joaquin V.D.) gold Land bonds (Cen. Pac. Co.) gold Churleston and Savannah:	6,050,000	6	April &	- 100	New York.	1900	
1st Mortgageelvidere Delaware:	333,000		Jan.	& Ju	y. New York.	1888	****	Churleston and Savannah:	9,153,000			-		1590	
1st Mortgage ( guar by C. & )	1,000,000			& D	ot. Princeton.		95 84	1st Mortgage guar. by S. Car Funded Interest on 1st Mort	. 505,000			sept.	Charleston.	1877 1889	
2d Mortgage A. Co. and Penn. R. R. Co. lue Ridge, (S. Car.):	745,000			& A	ig. "	1887	81	Charlotte, Columbia & Augusta	:	1	-			-	
the Ridge, (S. Car.): 1st Mortgage guar. by State.goloston and Albany:	4,000,000	7	Jan.	& Ju	ly. Charleston	. 1898		1st Mortgage Chartiers:	1				New York.	1895	
Outroncy bonds of Feb. 1, 1872	3,000,000				-	1892		1st Mort., guar. by Penna Cheraw and Darlington:	. 400,000	0 7	April &	Oct. I	Philadelphia	1901	
oston, Clinton and Fitchburg:								1st Mortgage dated Jan. 1, 1871	150,00	0 8		Oct.	Charleston.	1888	
lst Mortgage (Agricultural Br.) lst Mortgage (Equalization)	248,000	7	14	& Ju	66	1884 1889	90	2d Mortgage dated Jan. 1, 1869 Cheraw and Salisbury:	75,00	1 -				1888	
let Mortgage (consolidated) Equipment Mortgage	. 168,000	7 8	Apri	ale e	ot. 4	1890 1881		1st Mortgage for \$250,000		. 8	Jan. &	uly.	Charleston.	1891	
oston, Conco: a and Montreal:			-					1st Mort. guar. by Ga. \$12,500p.n		7	June &	Dec.	Atlanta.	1891	
Sinking Fund (consolidated) 1st Mortgage (71 m.)	76,000	0 0	Feb.	& Ju	ig. New York			Cherry Valley, Sharon & Albany 1st Mort. con. guar. by A.& S. Co	800,00	0 7	June &	Dec.	New York.	1899	
1st Mortgage (22 m.) convertible	200 000	0 6	Jan.	& Ju		1870		Chesapeake and Ohio:		1	* May &		New York.	1899	
loston, Hartford and Erie :	04.400	1		h . c				lat Mort. (Va. Cen.) guar. by Va	100,00	0 6	Jan. &	July.	" "	1880	
oston, Hartford and Erie: 1st Mortgage (old) 1st Mortgage (Berdell)	15,000,000	0 7	Jan.	h & Se	iy.	1884 1899		Income ( " )coupon	. 300,00	0 8	44	66	44 44	1884	
Mass. I. (see r'd by\$4,000,000 Her.	5,000,000 3,000,000		66		New York	1899		Funded Interest, coupon Cheshire:	160,50	0 8	"	41	44 44	1877	
let Mortgage			1	4 (	nt Dordon	1879		Coupon bonds (no Mort.)	. 809,40	0 6	Jan. &	July.	Boston.	775-18	K
	686,000	0 6	100 100		et Boston.	11918	95	I ICHIMINE CIVILE							

Chick the children of the chil

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

	19	9	1	nterest	Payable.	le.	loe.	Description of Bonds.	Amount.	Rate.	Interest		Due.	Price.
Description of Bonds.	Amount.	1	W	hen.	Where.	Due.	Price	Description of Bonds.		B	When.	Where.	<u>a</u>	P
Chester & Chicago Br. Junction: 1st Mort. for \$1,000,000 skg fund Chester and Tamaroa:		- 1				1877		Cinc. & Indiana (Ind. C. & La.F.):  1st Mortgage guaranteed	\$500,000 1,500,000		June & Dec. Jan. & July.		1892 '77-'87	
1st Mortgage Chester Valley:	660,000	7*	May 4	& Nov.	New York.	1901	****	1st Mortgage gold, guar	1,800,000	7*	June & Dec.	New York.	1921	
1st Mortgage (in default)	500,000	7	May d	& Nov.	Philadeiphia	. 1872		Cincinnati, Sandusky and Clev.: 1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	88
Chicago and Alton: 1st Mortgage, pref. sinking fund		7	May	& Nov.	New York.	1877 1893	1021	1st Mort. (San., Day. & Cin.)S.F	988,000 350,000	7	Feb. & Aug. March & Sept.	Boston.	1900 1877	90
1st Mortgage 2d Mortgage Income	1,100,000	7	April	& July.	4 4	1883	96	Cincinnati and Springfield:		7	April & Oct.	New York.	1901	
1st Mort. (St.L.J. & C.) assumed 2d Mort. (")	564,000 188,000	77	Jan.	& July.	44 44	1894 1898		Cincinnati and Springfield:  1st Mortgage for \$2,000,000(guar Cincinnati and Terre Haute:		7	_ & _	New York,	1901	
Chicago, Burlington and Quincy: Trust Mortgage skg fund		8	Jan.	& July.	New York.	1883	1104	1st Mort.(Ind.Div) for \$6,000,000 Cincinnati, Wabash and Mich.:	0	1				100
Trust Mortgage, skg fund conv.	150,000	8	64	& Oct	1 44 44	1883 1890		1st Mortgage for \$16,000 p. m Clev., Col., Cin. & Indianapolis:			Jan. & July.		1891	****
Trust Mortgage (Burl. to Peoria 2d Mort. (Northern Cross) gold.	941,000	44	J	uly.	Frankfort.	1890	944	1st Mortgage sinking fund	323,00		June & Dec	44 44	1899 '71-'84	102
Loan of 1872 1st Mort. (Am. Cen. R.R.) guar	738,000	8	66	ac July	New York,	1896 1878		1st Mortgage sinking fund 1st Mort. (C., C. and C. R. R.). 1st Mort. (Bell. and Ind. R.R.).	616,00		Jan. & July	4 4	170-196	
1st Mort. (Peo. & Han.) guar 1st Mort. (Keok. & St.Paul)guar		8	April	& Oct	4 4	1878 1879		Clev. & Mahoning(A.& Gt.Wtn.)  1st Mortgage 1853	000,00		Feb. & Aug	New York.	1878 1876	
1st Mort. (Dix., Peo. & Han).gua 1st Mort. (Car. & Burl.) guar	r 800,000	8	Jan.	& July & Nov		1889 1879	954	3d Mortgage (sinking fund) 185 1st Mort. (Branch) 1863 Clev., Mt. Vernon and Delaware	6 487,90 71,00		Jan & July		1873	
lat Mort. (Quincy & War.) ouar	800,000	8 8	Jan.	& July	46 66	1890 1900	100%	Clev., Mt. Vernon and Delaware	1,500,00	0 7	Jan. & July	New York.	1900	
1st Mort. (O., O. & Fox Rv.)guar 1st Mort. (Ill. Gr. Trunk) guar.	960,000		April	& Oct		1890	998	1st Mortgage gold	):	1		37 37 1	1873	100
Chicago, Cincinnati and Louisv.: 1st Mortgage	1,000,000	7	Jan,	& July	New York	1887		2d (now 1st) Mortgage guar 3d (now 2d) Mortgage guar 4th (now 3d) Mortgage guar	1,358,00	0 7	May & Nov	46 44	1875	98
1st Mort, guar, C., B. & O	1,300,000					1896	80	Consol. sinking fund guar	1,096,00 528,00	0 7	May & Nov		1900	97
Chicago, Danville and Vincennes 1st Mortgage (Ill. Div) gold	:					1909	90	Colebrookdale: 1st Mort, guar, by Ph. and Rd		0 6	June & De	Philadelphia	1893	
lat. Mortgage (Ind. Div ) gold	1.500.0001	7	14	& Oct	" "	1912		Colorado Central (3 ft. gauge) :		8	June & Dec	Boston.	1890	
Chicago, Dubuque & Minnesota: 1st Mortgage guar. \$25,000 p. m Chicago and Illinois Southern:	4,100,000	8	June	& Dec	Boston.	1896	784	1st Mortgage		1		-	1908	91
1st Mortgage for \$19,000 p. m		8	March	h & Sept	. New York	1900		1st Mortgage Consol. skg fund 2d Mortgage Consol. skg fund	3,679,9	7			1909	78
1st Mortgage for \$19,000 p. m Chicgago and Iowa: 1st Mortgage for \$2,200,000 Chicago, Iowa and Nebraska:	1,750,000	8	Jan.	& July	New York	1900	95	2d Mortgage Consol. skg fund Columbus, Springfield and Cin.: 1st M.(assumed by Cinn., S.& C Columbus and Hocking Valley:	1,000,0	00 7	March & Sep	. New York.	1901	
Chicago, Iowa and Nebraska: 2d Mort. (now 1st) guar.C&NV	¥ 592,000			& July		1880		Columbus and Hocking Valley: 1st Mortgage skg fund	1 2,000,0	00 3		New York.	1897	
3d Mort. (now 2d) guar. C.&NV				& Aug	New York			1st Mortgage (Branch)	300,0	00 7		t. " "	1880 1891	
Chicago and Northwestern: Preferred sinking fund (193 m.)	1,245,500			& Aug		1885	102	General Mortgage Columbus and Xenia:					1890	
Funded coupons (193 m.) General 1st Mortgage (193 m.)	755,000 3,588,000	7		& Nov	Z. 46 60	1888 1885	98	1st Mortgage, guar. by Pa. Co. Connecticut and Passumpsic Riv	V.:				1876	1
Appleton Ext. (23 m.& 76,000 ac Green Bay Ext. (26 m & 76,000 a Equipm't (Engs. & Cars \$400,00	300 000		46	"	11 11	1885 1885		1st Mortgage sinking fund Notes payable, conv. at par 1st Mort (Massawippi) guar. go	448,1 594,0	00	4 4	- 44	1876 1889	10
18t Mort, 60-al, & Chic. 248 m.)	1.785.000		April Feb.	& Oc	t. 41 41	1874 1882	101	1st Mort (Massawippi) guar. go Connecticut River:			Jan. & Jul	-		
2d Mort, (Gal. & Chic. 248 m.)	948,000	7	May	& No	V. 44 41	1875 1884		1st Mortgage skg fund Connecticut Valley:	250,0		March & Sep		1878	
Miss. Riv. Bridge (") Elgin & State Line (")	135,000	7	66	*	44	1878		1st Mortgage	1,000,0	00	7 Jan. & Jul	y. New York.	1901	
1st Mort. (Peninsula 79m.& land Consol. skg fund (C.& N.W.R)	2,560,000	7	F. M	h & Sep . A. & 1	V. " "	1898 1915	90	Connecticut Western:  1st Mortgage for \$2,500,000  Connecting (Philadelphia):	2,008,	00	Jan. & Ju	y. Hartford.	1890	
Equipm't(Eng & Cars,\$2,760,00 1st Mort. (Madison Exten.) gol	d. 3,150,000	7	# 66	& No	44 44			1st Mort. ABCD&E\$200,000es	ich Looo,	000	March & Se	Philadelphi	1.2.3	8.4. 8
1st Mort. (Menominee Ext.) go	ld 2,700,000 r. 397,000	7	June May	& De	V. 44 44			Cooperstown and Susq. Valley	:	000	March & Se	t. New York	1889	
2d Mort. (Mil. & Chi.R. R.) gua 3d Mort. ("") gua	ar. 182,000 ar. 10,500	1	Feb.	& Au & Au	g. " "	1874		Cowanesone Valley:	100,0	000	7* Jan. & Ju	v. New York	1902	
1st Mort. (Chic.& Mil.R.W.)gu	ar 1,135,000	1	Jan.	& Jul		1898	93	Cumberl'd & Penn. (Consol. Cos	al): 903,		7 March & Se			
1st Mort. (Bel. & Mad. R. R.)gu: Chicago & Northern Pac. Air-l	4.1	1.				1000		2d Mortgage, sinking fund		000	7 May & No		1888	
1st Mort.(skg f'd gold \$25,000pt Chicago & Mich. Lake Shore:	-	1		e & De				lst Mortgage	101,	000	8 April & O	ct. Philadelphi	a. 1904 1908	
1st Mort. of Sept. 1, '69, \$16,000; 1st Mort. of Nov. 1, '71, \$16,000; Chicago, Omaha and St. Joseph	m 1,350,000			ch & Se		k. 188		7	109,	800	8 Jan. & Ju	ly.	188	
Chicago, Omaha and St. Joseph 1st Mortgage for \$8,000,000		1.		il & 0		k. 190		Danbury and Norwalk.		000	7 Jan. & Ju	ly. New York	1886	
Chicago and Paducah (C. B. & Q 1st Mortgage \$26,000 p. m. gol	.):	1			n .			1st Mortgage of July 1, 1870.	200,		7 "	" "	189	1
Chi., Pekin & Southwrn (CB&C) 1st Mortgage for \$1,600,000 go	():	1						1st Mortgage	1,400,	000	7 April & O	ct. Philadelphi	a, 188	7
Chicago, Rock Island and Pacif	ic:		_	. & A1				1st Mort. gold skg fd \$20,000 p		000	7* Jan. & Ju	ly. New York	189	0 .
1st Mortgage (C. & R.I.) balar 1st Mort.skg fund(C.,R.I.& Pa	c.) 8,600,00		7 Jan.	. & Ju	ly. New You	k. 187		1st Mortgage sinking fund gu	ar. 2,733,		7 Jan. & Ju	ly. New York	. 188 188	
Chi. & Southwes'n(C.,R.I.&Pac 1st Mort. gold, tax free, guar	5,000,00	0	7* May	& N	ov. New Yor	k. 188	9 10	2d Mortgage, guar	700,	000	7 March & Se 7 April & C	ct. " "	188	8 .
1st Mortgage gold, Atchison E Chicago & Wisconsin Midland	r 1,000,00	0	7* Jun	e & D	ec. "	" 190	1	3d Mortgage, guar Toledo Depot bonds guar Dayton and Union:	169,	500	7 March & Se	pt. " "	1	-'94
1st Mort. g'd skg fd for\$41,000, Chicago and Superior:	000		7* Jan	& Ju	ly. New Yor	k. 190	2	<ul> <li>1st Mortgage, registered</li> </ul>		000	7 March & Se 7 June & D		187	
1st Mortgage(Mad.& Portage) 1st M. (Chi. & Sup.)g'd \$5,000,			7* Apr	ril & O	ct. New You	rk. 190			252	445		" " "	187	
Chillicothe & Brunswick:			-	& Ju		4 190		1st Mortgage	275	,000	7 Jan. & Ju	ly. New York	190	
1st Mort. guar. by St.L.K.C.& Cincinnati, and Baltimore:		0	8 Jan	. & Ju	ly. New Yo	rk. 189		Decatur, Sullivan and Mattoon	420	,000		" " "		
1st Mort, guar, by B.& O.& M.& Cincinnati, Hamilton and Dayt	on:	00	7 Jan	. & Ju	lly. Baltimo	re. 190	0 8	1st Mortgage	500	,000	8 March & S	ept. New York		. 3
1st Mort. of 1853	1,250,00		7 May	y & N	ov. New Yo			180 MOTOROGO		,000		lly. Philadelph	a. 187	
3d Mortgage of 1867	282.00		8 Jun	ne & D	ec. "	188				,000	8 "	66 66	188	0.
Cincinnati and Indianapolis Ju 1st Mortgage	1.200.00			. & Ju	lly. New Yo	rk. 188	35	· Delaware, Lackawan, & West	ern :	,000				
2d Mortgage	798.00	00	7 Mai	rch & Se	ept. "	" 186 " 188	8	1st Mort. (Eastern Ext.) 2d Mort. (Del., Lack. & Wtn	1,111			npt.	188	1
1st Mortgage (Newcastle Br. Cincinnati, Lafayette and Chi. 1st Mortgage	1.000.0	1		rch & Se				Convertible b'da(Del.Lack.&	W.) 5,000	,000	7 June & I	ec. " "	189	
Un. & Martinsville(1.C. & La.	E.) :1	- 1						Denver Pacific:  1st Mortgage gold, land gran Denver & Rio Grande(3 ft.gau	t 2,500	,000	7 May & N	ov. New York	k. 189	9
1st Mortgage guaranteed Cincinnati & Muskingum Val	ley:	- 1		b. & A				Denver & Rio Grande(8 ft.gan 1st Mort. gold, skg fund tax f Des Moines Valley:	rae. 16,000	pm	7 May & N	ov. N.Y L.&A	ns. 190	0
Cincinnati, Richmond & Chica	1,500,0			n. & J				let Mortgage (on 154 miles).	2.310	JUUUI	o when or	et. New Yor	k. 187	
1st Mortgage guar, by C.H.	E D.   860.0	00	7 LTat	n. & J	uly. New Yo	rk. 18	96	1st Mortgage Land grant	4,690	,000	8 4	. 41 41	189	98

61

•••

...

884

Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest		Due.	Dalos
		R	When.	Where.	H	-E			R	When.	Where.	-	-
Petroit, Eel River and Illinois: 1st Mortgage for \$22,000 p.m			Jan & July	New York.	1891		Framingham and Lowell: 1st Mortgage	4477 ASS	7	May & Nov.	Boston.	1891	
Detroit, Hillsdale and Indiana:						****	Frederick and Pennsylvania Line:					018 4	1
1st Mort. \$16,000 p. m. guar	1,170,000 800,000		Jan. & July.	New York.	1890 1891		Galena & Chic. Umon (C.&N.W.):	250,000	6*	April & Oct.	Baltimore.	1900	1.
2d Mortgage Detroit, Lansing & L. Michigan:	J		a talva a				1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	1
1st Mortgage (consolidation) Detroit and Milwaukee:	3,000,000	8	April & Oct.	Boston.	1896		2d Mortgage Elgin and State Line Purchase	948,000			4 4	1875 1878	
1st Mortgage, (D.& M.B. v)conv.	2,500,000		May & Nov.	New York.	1875		Mississippi Bridge	200,000		46 46	44 44	1884	
2d Mortgage ( ") 1st Funded Coup. (D.& M.R.R.)	1,900,000 625,924		Jan. & July.	4 4	1875	****	Georgia (and Banking): Company bonds (debentures)	681.000	7	Jan. & July.	Augusta.	772-'86	3 .
2d Funded Coup. ( ")	375,734	7	4 4	ti ti	1875		Gilman, Clinton & Springfield:		1				
Oakl. & Ottawa R. R. stg. bonds Oakl. & Ottawa R. R. cur'y bonds	51,000		May & Nov.	London. New York.	1873 1873		1st Mortgage gold	1,000,000	8*	March & Sept. Jan. & July.	M. I. & Lond	1892	:
Petr. of Podtate R. R. Doughtensess	250,000	7	Fob & Ang	66 66	1878		2d Mortgage gold	1			New York.	1888	
etr. & Pontinc R. R. bonds etroit, Mon. & Tol. (L.Sh.&M.S):	200,000		Feb. & Aug.		1886		1st MortgageGrand Rapids & Indiana:	220,000		Jan. & July.	New Tork.		1
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	974	1st Mortgage guar, gold, tax free	4,000,000	7*	Jan. & July. April & Oct.	New York.	1899 1899	1
ubuque and Sioux City:	894,000	7	Jan. & July.	New York.	1883	93	1st Mort not guar. gold, tax free Grand River Valley (Mich. C.).	4,000,000					1
Jubuque Southwestern:	450,000	7	April & Oct.	New York.	1883		1st Mort., assumed by Lessees	1,500,000		Jan. & July. March & Sept.	New York.	1836 1879	
1st Mortgage, guar. by Ill. Cen 1st Mortgage, preferred & guar	100,000	7	Jan. & July.	Hew Tork.	1888		2d Mortgage, guar. by Lessees Grand Trunk (Ca.):	500,000				20.0	1
Dunkirk, Warren and Pittsburg:			June & Dec.	New York.	1900		Equipment Bonds £500,000	2,500,000	64	April & Oct.	London.		1
1st Mortgage gold tax free Outchess and Columbia :	1,190,000	4-	June de 1760.		1900	****	Equipment Bonds No. 2 £270,500 Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	44		1
1st Mortgage Jan. 1, 1868	1,500,000	7	iar. & July.	New York.	1908		1st Preference Bonds £2,838,385.	14,191,678	5*	Jan. & July.	66		1
ast Alabama and Cincinnati: 1st Mort. end.\$16,000 p.m.by Ala.	******	8	Jan. & July.		1890		2d Preference Bonds £1,685,765. Provincial Debentu's £3,111,500	8,428,824 15,557,500			Ottawa.		1
last Brandywine & Waynesburg.							Great Western of Canada:		1 -	Ton & Yulu	London.	perp.	1
1st Mortgage	140,000 35,000		Jan. & July.	r madeipma.	1885 1873	****	Perpetual Debentures Stock Common (Company) Bonds	1,384,11		Jan. & July.	66	772-773	3
last Pennsylvania (Ph. & Rdg.):			Manch & Clant	Dhiladalahia			Common ( " ) Bonds	2,993,97	6	May & Nov.	44	173-176	
lst Mortgage, guaranteed	490,000	7	March & Sept.	Philadelphia.	1888	984	Common ( " ) Bonds	2,662,06	5	April & Oct	44		
1st Mortgage	870,000	6	Jan. & July.	New York.	76-786	8	Common ( " ) Bonds			June & Dec.	66	1890	
ast Tenn. & Vir. (E.T.V.& Ga.) : lat Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886		Greenville and Columbia: 1st Mortgage guar, by S. Car	1,426,54	8 7	Jan. & July	New York.	'81-'86	
ast Tennessee, Virginia & Ga.:						1	1st Mortgage not guaranteed			64 66	44 46	'81-'8	6
1st Mort., skg fund for \$3 500,000 astern (Mass.):	2,519,000	1	Jan. & July.	New York.	1890	90%	Greenwich and Johnsonville:	130,00	0 7	May & Nov	New York.	1889	
English Loan, July 1, 1862 Loan of 1864-74			Jan. & July.	Lendon.	1872	07	Hackensack & New York Ext.:		1_			1889	
lst Mort. (Essex R.R.) assumed.	194,400		Feb. & Aug. Jan. & July.	Boston.	1874 1876	97	1st Mortgage, \$10,700 p.m Hannibal and Naples(T.W.&W.)		0 1	May & Nov	New York.	1009	
Loan of 1865-'85	160,000	6	April & Oct.	66	1885		1st Mortgage	675,00	0 7		New York.	1898 1890	1
Loan of 1868–'88 Loan of 1869–'89	1,000,000	6	March & Sept. May & Nov.		1888 1889	914	2d Mortgage	225,00	0 7	Jan. & July		1000	
Loan of 1872-182	1,500,000			44	1882	100	1st Mortgage gold, tax free	1,000,00	0 7	May & Nov	New York.	1890	
lastern Shore (Md.):	400,000	6	Jan. & July.	Baltimore.	1880		2d Mortgage Hannibal and St. Joseph:	250,00	0 7	Feb. & Aug		1890	
1st Mortgage	180,000			41	1886		Missouri State Loan	1,500,00	0 6	Jan. & July	New York.	171-17	
lizabethtown and Paducah : 1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890		Missouri State Loan Six years Mortgage bonds(222m	1,500,00			4 4	1872	
Imira and Williamsport( N.Cen.):					1		Five years' notes (277 m.)	. 139,30	0 8	Various.	16 46	1874 1885	
1st Mortgage guaranteed Income Mortgage guaranteed			Jan. & July. April & Oct.	Philadelphia	1880	941	Fifteen years' bonds (277 m.) 1st Mort. (Q. & Palm.R.R. 15 m	. 3,476,00	0 8	March & Sept Feb. & Aug	44 44	1892	
rie Railway:	-			N W 1			1st Mort.(K.City&Cam.RR55m	1,200,00	0 10	Jan. & July	46 46	1886 1888	
1st Mortgage	3,000,000 4,000,000		May & Nov. March & Sept.		1897 1879	103	General Land Mortgage (277 m. General Mortgage conv. (277 m.	1,134,10	0 7	Jan. & July	•	1588	
2d Mortgage convertible 8d Mortgage	6,000,000	7	65 44	66 46	1883	98	Harlem Extension:	1	1		1	1000	1
4th Mortgage convertible	4,441,000 926,500		June & Dec.	66 66 88 66	1880 1888	971	lst Mortgage Harrisburg & Lancaster:	. 4,000,00	0 7	Jan. & July	New York.	1890	
6th Mortgage convertible Buffalo Branch, 1st mortgage	186,400			45 45	1891		1st Mortgage, guar. by Pa. Co	. 700,00	0 6	Jan. & July	Philadelphia	1883	
Sterling Loan (£1,900,000) corv. Consol. Mort. for \$30,000,000, g'd	4,844,400 3,000,000	7	March & Sept.	London. NY&London	1875	95	Hartford and New Haven: 1st Mortgage	. 580,00	0 6	Jan. & July	. Hartford.	1873	-
trie and Louisville:						1	Liamord, Frovidence and Fishkii	:			-		
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	****	1st Mort. (R. I. 26.32 m.)skg fundst Mort. (Conn. 96.04 m.)skg f d	d 481,00			Providence, Hartford,	1876 1876	1
rie and Pittsburg (Penn.): 1st Mortgage			Jan. & July.				Holly, Wayne & Monroe(F&PM) 1st Mortgage guar., tax free	: 1,019,00					
2d Mortgage	115,200 2,089,000		March & Sept. Jan. & July.	66 66	1890 1893		lst Mortgage guar., tax free Holyoke and Westfield:	. 1,000,00	0 8	Jan. & July	New York.	1901	
Consolidated Mortgage tax free. Equipment Mortgage			April & Oct.	64 44	1890		let Mortgage	. 200,00	0 7	April & Oct	Boston.	1891	
uropean & N. American (Me.):	1 000 000		Jan. & July.	N V & Lond	1994		Housatonic: 1st Mortgage sinking fund		0 7	Jan. & July	Brnt. & Bost	1877	
Bangor City Bonds(1st m. 55 m.) 1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6	March & Sept.	4 4	1899	87	2d Mortgage	. 100,00	0 7	Feb. & Aug	44 66	1885	
vansville and Crawfordsville:		1 7			1889		3d Mortgage of 1869	. 100,00	0 6	April & Oct		1889	
1st Mortgage (main line)skg fund 1st Mortgage "1st Mort. (Rockville Extension).	1,004,000	7	Jan. & July. March & Sept.	46 66	1889	****	1st Mortgage L.G. skg fund,gold	1. 6,520,00	0 7	* Jan. & July	. New York.	1891	
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	46 46	1881		Hudson River (N.Y.Cen.& H.R.) 1st Mortgag	200,00	0 7	Feb. & Aug	New York.	1870	
vansville, Henderson & Nashv.: 1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897		2d Mortgage, sinking fund	. 1.894.00	0 7	June & Dec	. 66 66	1885	
vansville, Terre Haute & Chi.:	750,000	74	May & Nov.	New York.	1900		3d Mortgage	180,00	0 7	May & Nov		1885	
let Mortgage, goldall River, Warren & Providence:						1	1st Mortgage gold	. 400,00	0 7	* May & Nov	New York.	1902	
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	****	Huntingdon and Broad Top Mt.:	418.00	0 7	* April & Oct	Philadelphia	1890	
int and Pere Marquette: Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880		20 Mortgage	.   207.50	0 7	Feb. & Aug	66	1875	
" 2d series (92,748 a.).	221,000		Jan. & July.		1887	****	2d Mortgage (Consol)	. 1,251,00	0 7	April & Oct		1896	
" 3d series(52,091)tx.f. F. & Holly lease(S.F. 25,000 p. a.)			March & Sept. May & Nov.	66 64	1888		Construction bonds, cur. skg f	1. 3,062,50	0 7	April & Oct	New York.	1875	
Construction Loan	165,000			6 44	1876		Construction bonds, coin Redemption bonds, currency	332,00			N.Y. & Lond New York.		
lorida : 1st Mortgage conv. gold	2,300,000	7	Jan. & uly	New York.	1889		Redemption bonds, sterling	2,500,00			London.	1875	
lushing & North Side (L. I.):					1		Indiana and Illinois Central:				New Vork	1901	
onda, Johnsto'n & Gloversville :	1,025,000	1	May & N.T	MY. & Lond	1. IN: 0		Ist Mortgage gold	3,500,00	0 7	* Jan. & July	. New York.		
1st Mortgage	800,000	7	Jan. & July	New York.	1890		1st Mortgage for \$22,500 p.m. g'	d	. 7	* April & Oct	New York.	1901	
ort Scott, Humboldt & Western: 1st Mortgage \$20,000 p. m		. 8	Jan. & July	New York.	1891		Indianapolis, Blooming. & West. 1st Mortgage gold		0 7	April & Oct	New York.	1909	
fort Wayne, Jackson & Sug. :				1000			2d Mortgage	1,500,00		Jan. & July		1809	
1st Mortgage traffic guarantee 2d Mortgage (Equipment)	1,500,000	8 0	Jan. & July April & Oct	New York.	1889 1891	****		1.700.00		Feb. & Aug		1908	
Fort Wayne, Muncie & Cin.:		1.	A STATE OF THE PARTY OF THE PAR		100	1	2d Mortgage guar. by Pa. Co International (Texas			May & Nov		1900	f
1st Mortgage gold	1.800.000	H 7	* April & Oct	Boston.	1899		International (Texas	1			1	1	6

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

ndianapolis, Cin. and Lafayette:  1st Mortgage(Ind.& Cin.)of 1858  1st Mortgage(L.C.& L.F.)of 1867  1st Mortgage(	\$1,589,500	s-s Rate	Whe		Where.	Due	Price		Amount.	-	When.	Where.	Da
lat Mortgage(I.O.& Cin.)of 1858 lat Mortgage(I.O.& I.F.)of 1867 lat Mortgage(	\$1,589,500 2,770,000 1,566,000	7	Amell de			A Service	1000	Lake Shore & Michigan So.:	-	- 1	7 7 7 7 T T T T T T T T T T T T T T T T	CALL THE TAX SOUND	
adianapolis and St. Louis:  1st Morrgage	1,566,000		April &	Oct.	New York.	1888		Sinking Fund Oct. 1, 1869	A-1		April & Oct.	New York.	1879
adianapolis and St. Louis:  1st Morrgage	2,000,000	7	Feb. & June &		" "	1897 1899		Consol. registered July 1, 1870	3,699,000 1,334,000		J. A. J. & O. Jan. & July.	4 4	1890 1890
1st Mor gage.  1st Mortgage.  1st Mortgage.  2d Mortgage  Equipment Mortgage.  1st Mortgage gold.			oune a	Dec.		1000	0.16	Dividend (Lake Shore) Ap. 1, '69	1.500,000	7	April & Oct.		1899
1st Mortgage	0.000.000		Jan. &			1916		Sunbury July 1, 1854	500,000	7 1	Jan. & July.		1874
2d Mortgage	2,000,000	7	March &			1916		Reg. Jan. 1, 1855 C.P.& A. R.R. 3d Mort. Oct. 1, '67 "	1,000,000	-	April & Oct.	44 44	1880 1892
Equipment Mortgage owa Eastern: 1st Mortgage gold	1,000,000	7	26	44	66 66	1900		1st Mort. (Junc.R.R.)Dec.1, 1952	115,000	7	June & Dec.	"	1872
1st Mortgage gold	500,000	8	Jan. &	July.		1881		SkgFund July 1, 1856 C. & Tol.	2,014,000		Jan. & July.	44 44	1885
	14 000mm	7#	Feb. &	Aug.	New York.	1902		Mort. April 1, 1866 " 1st Mort. May1, 1865M. S. & N.I.	864,000 5,256,000	7	April & Oct. May & Nov.	"	1886 1886
owa Falls & Sioux City (Ill.Cen.):			Peo. ac	Aug.	Mew Tolk.	1002		2d Mort. Oct 31,1857 "	2,693,000	7	" "	44 44	1877
1st Mortgage guaranteed	2,960,000	7	April &	Oct.	New York.	1917		Mort. Nov. 1, 1858	100,000		May & Nov.	46 46	1873
owa Midland (C. & N. W.):		8	Wah &	A	Now Vork	1900	105	Mort. July 1, 1862 Buff. & Erie. Mort. Sept. 1, 1866 "	200,000 300,000	2	Jan. & July. March & Sept.	44 44	1882 1886
1st Mort., \$16,000 guar	********	0	Feb. &	Aug.	New York.	1900	roni	Mort. April 1,1868 "	3,000,000		April & Oct.	44 44	1898
1st Mortgage	100,000	7	May &	Nov.	Philadelphia.	1875		1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	44 44	1876
thaca and Athens:	000 000	-	T	T.1.	N W	1000	101	1st Mort. Sept. 1,1869(K.&W.P.)	100,000	4	Jan. & July.	46 46	1870
1st Mortgage gold, skg fund ackson, Lansing & Saginaw(MC):	600,000	7*	Jan. &	эшу.	New York.	1890	101	lst Mort. Oct. 1, 1867(Sch&ThR.)	100,000	8	"	44 44	1887
1st Mortgage	1,495,000		Jan. &	July.	New York.	1886	108	1st M.July1,'68(Kal.Ail.& Gr.R.)	840,000	8	u u	46 - 46	1888
2d Mortgage	500,000		March &	Sept.	66 66	1888		1st Mort.July 1, 1863(J.&Frank.)	500,000	7 7	Town to Dec	4 4	Var
lst Mortgage, Northern Ext acksonville, Pensac. and Mobile:	940,000	8	May &	Nov.	46 46	1890		2d Mort. Jun.1, 1869 " Lawrence (P. Ft. W. & Chi.):	500,000	7	June & Dec.		1894
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. &	July.	New York.	1900		1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895
amest'n & Frank. (L.S.& M.So.)	2,000,000		0	ouij.	21011 2 0121	2000	1	1st Mortgage, guaranteed Leavenworth, Lawr. & N. West'n			7544771.00	10 miles	
1st Mortgage guaranteed	496,000		Jan. &		New York.	1897		lst Mort. guar. by Pac. of Mo	355,000	3	Feb. & Aug.	New York.	1899
2d Mortgage guaranteed efferson (Erie):	500,000	7	June &	Dec.		1894	****	Leaven., Lawrence & Galveston: 1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. V & Bost	1990
1st Mort. (Hawley Section) 2d Mort. (	206,000	7	Jan. &	July	New York.	1887		Lehigh and Lackawanna:	0,000,000		oun wo outy.	T. a. Dost.	1000
		7	44	"	44 46	1889		1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897
1st Mort. (Carbondale Section)	2,000,000		66	44	66 66	1889		Lehigh Valley:	1	_	196	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	170.00
effersonville, Madison & Indian.	2,089,000	7	April &	Ont	New York.	1908		1st Mortgage (old loan)	902,000	6	June & Dec.	Philadelphia.	1873
2d Mortgage consol	2,000,000		Jan. &	July.	66 66	1910		2d Mortgage for \$6,000,000	4,712,000	-	March & Sept.	4	1910
1st Mortgage (Ind & Mad.)guar.	397.000	7	May &	Nov.	"	1882		Lexington & St. Louis (P.of Mo.)		-		27.	10000
2d Mortgage (Jeffersonville R.R. oliet and Chicago (C. & Alton):	345,000		April &	oct.	44 44	1873		1st Mortgage gold Little Miami :	1,000,000	6	June & Dec.	New York.	1900
1st Mortgage skg fund guar	500,000	8	Jan. &	July	New York.	1882		1st Mortgage	1,474,000	6	May & Nov.	New York.	1983
oliet & Northern Ind. (Mich. C.)	:		Jan. Co	oury.	TION TOTAL	2002	1	Street Connection Bonds	500,000	6	Jan. & July.	" "	1894
1st Mortgage, guaranteed	800,000	8	Jan. &	July.	New York.	1874	****	Little Rock and Fort Smith:		*			1000
unction (Cin. & Indianapolis):	1 000 000	7	Ton &	T-1-	10 17 h	1005	1	1st Mortgage gold	3,000,000	7		N. Y. & Bost	
1st Mortgage	1,200,000		Jan. & March &		New York.	1885 1893	****	Land Grant sinking fund Little Schuylkill (Phila. & Rdg.):	5,000,000	•	April & Oct.		1900
1st Mortgage (Newcastle Br.)			June &	Dec.	44 44	1884		1st Mortgage, guaranteed	771,590	7	April & Oct.	Philadelphia.	1877
unction, Philadelphia:			-				1	1st Mortgage, guaranteed Logansport, Crawf. & S'wstn Ind.		0*			1000
1st Mortgage, guaranteed	300,000			July.	Philadelphia.	1882	****	Long Br. and Sea Shore (N.J.So.)	1,500,000	0	F. M. & A. N.	New York.	1900
2d Mortgage not guaranteed	300,000	1	April e	e Oct.		1900		1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889
1st Mort. guar. by Delaware	400,000	6	Jan. &	July.	New York.	1890		1st Mortgage guaranteed Long Dock (Erie):					
Kalamazoo, Allegan& Gr. Rapids	840,000	8	Ton &	Tules	Now Work	1888	95	1st Mortgage guaranteed Long Island:	. 3,500,000	7	June & Dec.	New York.	1892
lst Mort. assumed by LS&MSo. Kalamazoo and Schoolcraft :	040,000	1	Jan. &	July.	New York.	1000	1 00	1st Mortgage main line	500,000	6	Jan. & July	New York.	1875
1st Mort. assumed by L.S.&M.S.		8	Jan. &	July.	New York.	1887		1 1st Mortgage (Extension)	175,000	7	Feb. & Aug	66 66	1890
Kalamazoo, & S. Haven (M.Cen.)	:							1st Mortgage (Glen Cove Br.) General Mortgage	. 150,000	6	May & Nov	66 66	1893
1st Mortgage guar, by lessees Kalamazoo & White Pigeon:	640,000	10	May &	Nov	Boston.	1889	100	Louisville & Miss. Riv. (Ch.& Al)	. 775,000	7			1899
1st Mort. assumed by L.S.& M.S	400,000	7	Jan. &	July	New York.	1890		1st Mortgage.	4,300,000	7	Feb. & Aug	New York.	1900
Kan. City, St. Jo. & Coun. Bluffs	:	1_	Juni 4	· oury			1	1st Mortgage Louisville, Cincin. and Lexington		_	in the line	1000	1000
1st Mort. (C. B. & St. Jo. 52 m.) 2d Mort. (" " " "	. 500,000	7	Jan. &	July	N. Y. & Bost			1st Mortgage for Cincinnati Br.	. 8,000,000		Jan. & July	New York.	1897
1st Mort. (StJo.&CB,78 m)ev.t.fr	1,400,000	130	March	& Slant	4 4	1878	****	2d Mortgage for \$1,000,000 Louisville and Nashville:	. 345,000	0	April & Oct	1 1 1 1 1 1	1900
2d Mort. ( " " ) "	539,500	8	June &	Dec	4 4	1874		let Mortgage (main line 185 m.)	.1 554,000	7	Jan. & July	New York.	178-17
1st Mort. (Mo. Valley 130 m.)	. 1,500,000	7	Feb. &	Aug	New York.	1898		1st Mortgage (Memp Br.46.37m. 1st Mort. (Leb. Br. Ext. 73.2m.)	139,000	7	May & Nov	. "	172-17
Consolidated Mort (180m) services	1,000,000		Mount	e Clant	6 6	1893 1892		Cloned M for #6 000 000(200 m)	88,000	7	100		1898
Consolidated Mort. (260m.)conv Kansas City & Santa Fe (LL&G)		"	March	ac sept		1002		Consol.M. for \$8,000,000(392 m.) Louisv., N. Al. & St. Lo. Air-Line	6,647,000		April & Oct		1999
1st Mortgage guar. by Lessees.		0 10	May &	Nov	Boston,	1900		1st Mortgage gold, \$25,000 p. m.	. 2,875,000	7*	- 4 -	New York.	1901
Lansas Pacific:		1.			100 DATE	1230	J M	1st Mortgage gold, \$25,000 p. m. Macon and Augusta :	400.00	-		AG 200 1 TO LEG	1.00
let Mort. (let Div. 140 m.) gold.	2,240,000	0 6	Feb. & June d	Aug	N.Y. & St. Lo	1895	85	1st Mortgage end.by State of Gr	670,000		Jan. & July	New York.	188-19
lst Mort. (2d Div. 253.94 m.)gold lst M.(3dD.244.66m.& 3,000,000a	d 4,063,000 6,500,000	0 5	* May 4	Nor	N. Y. A. Lond	1896	1024	1st Mortgage not guaranteed Macon and Brunswick:	. 100,000			100	1890
1st Mortgage (1.000,000 acres)	216,000	0 7	March	& Sept	N. Y. & Lond N. Y. & St. Lo N. Y. & Lond N. Y. & St. Lo	. 1876		1st Mort. endorsed by Ga	1,900,000		Jan. & July	New York.	1877
1st Mortgage (2,000,000 acres)gle 1st Mort. (Leavenworth Branch	1,389,00	0 7	May d	Nov	. N. Y. & Lond	1. 1880	90	1 1st Mort. " "	. 600,000	7	May & Nov	. 66	1900
2d Mortgage (Gov't Subsidy)	6,303,00	0 6	Jan. &	July	U. S. Treas.	105.10	86	2d Mortgage Equipment Mortgage	1,100,000	7	April & Oct	. 44 44	1883
3d Mortgage (Income)	4,275,35	9 7		& Sent	U. S. Treas.	. 1916		I MESCON MING WY WEIGHTH:	1		1		1.019
3d Mortgage (Income) Kent County (Del.):	400.00	1.		- 1	100000000000000000000000000000000000000	1	1100	1st Mortgage of Oct. 1870	. 150,000	7	April & Oct		. 1890
lst Mortgage for \$600,000 Kentucky Central:	400,000	0 6	Jan. &	July	. Philadelphia	1880	85	Maine Central:	1	71	Anril & Co	Roston	1912
let Mortgage (Cov. & Lex.)1852	123,000	0 7	March	& Seni	. New York.	1872		Consolidated Mort. for \$7,500,00	746,300	74	Jan. & July	Boston.	1898
9d Mortgage ( # \1869	844 000	0 7	66	66	66 66	1883		\$1,100,000 Loan, tax free Bangor (P. & K.) Loan	. 514,000	0	April & Oct		1875
8d Mortgage (Kent. Cen.) 1865.	237,000	0 7	June d	& Dec	. " "	1885		Extension (gold) Loan	491,000		-66 66	- 44	1900
Keok., Iowa C.& Minn. (TW&W)	20,000pm	7	Jan. &	July	New York.	1892		lat Mortgage (Ken. & P.)	1,100,000		Feb. & Aug April & Oct		1886
let Mort. gold conv. traffic guar Keokuk and St. Paul (C.B.& Q.):	Joseph	1		July	TOW TOTAL	1000	1	Consolidated (P. & K.) Loan.	1 1.149.300		1 " "	Boston.	1895
lst Mortgage traffic guar	. 1,000,000	0 8	April .	& Oct	Boston.	1879		let Mortgage (8. & K.) 2d Mortgage ("")	300,000	6	June & Dec	4	1874
ackawanna & Bloomsb(DL&W) 1st Mortgage	900,000	0 9	Jen e	Jule	Now Wash	1875	1	let Martgage (" ")	638,000		Ton & Tuly		1876
1st Mortgage (Extension)	400,00	0 7	March	& Sent	New York.	1885		let Mortgage (L. & F.) Bath (Androscoggin) Loan	638,000 425,000		Jan. & July		1891
2d Mortgage	500,000	0 7	April	& Oct	66 66	1880		Mansfield & Framing. (B.C.&F.)	:	0		1	10 14 15
2d Mortgage (Extension) Income Mortgage	200,00	0 7	May &	Nov	44 44	1890		1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1899
La Crosse, Trempeleau & Prescoti	250,000	1	Jan. &	July	. " "	1881		lat Mortgage Storille	1 050 000	170	Poh & Ar-	London.	1891
let Mort. assumed by C. & N. W	. 1,000,00	0 10	-	k	New York.	1877		1st Mortgage, Sterling	1,050,000 2,450,000		Feb. & Aug	Baltimore.	1891
Laf., Blooming. & Miss. (TW&W	):	1	0.00				100	2d Mortgage Dollar	2,500,000	7	May & Nov	4	1896
1st Mortgage gold guar Laf., Muncie & Bloom.(TW & W	. 1,300,00	0 7	* Feb. 4	Ang	New York.	1891	86	8d Mortgage Dollar	2,540,000	8	Jan. & July.	46	1890
lat. Mortgage gold great	1 500 00	1.	# Walt	. A	No- To-	1001	0.00	1st Mort. (Scioto & H. Val. R.R.	300,000	7	May & Nov	art Sunt Sutt	1896
lst Mortgage gold guar	1,600,00	1	Feb. &	Aug	. New York.	1901			1,500,000	78	Feb. & Aug	Boston.	1895
lst Mortgage gold	. 2,000,00	0 7	* April	& Oct	New York.	1901		1st Mortgage gold	10, 36, 38	133	Tang	- Contons	4000
Lake Superior & Mississippi :	16 6 1	1	1,0000		NAME OF BRIDE	III I Fall	ALUTES.	Income Bonds	. 100,000	8	June & Dec	Boston.	1875
1st Mort. skg fund gold tax free 2d Mort. gold tax free and conv	4,500,00	0 7	Jan. d	July	N.Y B's.&Pl	1890			400,000		Feb. & Aug	Boston.	1990

An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description	of Bonds.	Amount.	ate.	- 11	recest .	Payable.	ne.	Price	Description of Bonds.	Amount.	Rate.			Payable.	_	Dae
2 and a second	All UT NO	War I	Ra	Wh	en.	Where.	D	P	Donot Provide Dollars		Ra	W	nen.	Where		A
aryland and Del	aware:	0.65.15 6						-	Nashville and Chattanooga:	agricult.	-	_				-
ot Mortgage	************	\$850,000 150,000	6	May & June &	Nov.	Boston	1885 1889	••••	1st Mortgage, endorsed by Tenn. Nashville and Decatur(L.&Nash.)	\$1,546,000	6	Jan. &	July.	New You	k. 1	890
ssilion & Cleve.	(C.M. V.& D.)	A firm		100		ASPIA 93	Could's !	****	let Mortgage sinking fund, guar.	2,100,000	7	Jan. &	July.	New Yo		900 887
st Mortgage gua	aranteed, gold	100,000	7*	Jan. &	July.	New York.	1890	****	2d Mortgage gold	500,000	6*	April	k Oct.	Nashvill	e. 1	887
st Mortgage	ington:	500,000	7	Jan. &	July.	New York.	1890		1st Mortgage	112,500	7	Jan. &	July.	Bridgepo	rt. 1	876
ist Mortgage mphis and Char	rleston:	1,293,000		117		Now Work	1880	86	1st Mortgage, Newark & New York (Cen. N.J.)	800,000	7	Ton &	July.	New You	b 1	891
at Mortgage, Co	onvertible	1,000,000		Jan. &		New York.	1883		1st Mortgage guar Newark, Somerset & Straitsville	000,000		Jan. o	oury.			18.11
d Mortgage emphis and Litti	le Rock:	1 000 000	111	100000	1	No. Task	3/25 /	11/2	1st Mortgage gold New Brunswick and Canada:	800,000	7*	May &	Nov.	New Yo	rk. 1	889
lst Mortgage ichigan Air Line	· · · · · · · · · · · · · · · · · · ·	1,300,000	8	May &	Nov.	New York	1890	****	1st Mortgage, Steeling £200,000.	972,000	6*	May &	Nov.	London	. 1	867
lst Mortgage (E.	.Div.)\$15,000pm.		8	Jan. &	July.	Boston.	1890	100	1st Morigage, Sterling £200,000 Newburg & New York (Erie):	100			141			Valle !
ichigan Central: let Mortgage, con	nvertible	558 000	8	April 4	e Oct	New York.	1882		1st Mortgage for \$600,000 New H., Middlet'n & Williman.:	********	1	Jan. &	July.	New Yo	rk.	889
ist Mortgage, sin	king fund conv.	2,204,000	8.	46	64	66 66	1882	115	1st Mortgage (coup. & reg) New Haven & Northampton:	8,000,000	7	May d	Nov.	New Yo	rk. 1	1889
Trust Mortgage !	for \$10,000,000	1,900,000				66 66	1902 1890	106	New Haven & Northampton:	1 000 000	7	Jan A	July	N. Y. & N	н.	899
at Mort. (Gr. Ri	iv. Valley) guar.	1,000,000	8	44	auj.	66 66	1886		Convertible	400,000	6	April	& Oct.	44	46 ]	1880
d Mort. ( "	" ) guar.	500,000	8	March	k Sept.	44 44	1879 1889	100	Holyoke and Westfield bonds.	2,000,000	7	44	et	44	44 ]	1891
lat Mort. (Kal. dei	guar	70,000	8	May &	400	46 46	1889	****	New Jersey See United Compan's New Jersey Midland (NY.&OM.)						- 1	
ichigan Lake Sh	ore:					N7 T7		11.0	1st Mortgage gold, guar	3,000,000	7*	Feb. &	L Aug.	New Yo		1895
lat Mortgage iddletown, Union	w & W Gon/E)		8	Jan. &	July.	New York.	1889	****	2d Mortgage currency New Jersey Southern:	1,500,000	7			-		1001
let Mortgage tax	r free	225,000	7	May &	Nov.	New York.	1886		1st Mortgage	2,000,000		May d	k Nov	New Yo		1899
dland of Canadalst Mortgage ste	a:	1,143,667	g=	May A	Nov	London.	1896	100	1st Mortgage (Tom's Riv. Br.). Income Mortgage	120,000 750,000		April	& Sept.			1888
idland Pacific:	3101 0				1 1 1			****	New Jersey Wost Line:	1						
ist Mortgage gol ilwaukee and St	ld, tax free	1,100,000	7*	Feb. &	Aug.	New York.	1899		1st Mort. gold, for \$3,000,000 New London Northern (Vt. Cen.)		7	May .	k Nov.	New Yo	rk.	1900
1st Mortgage		5,502,000		Jan. &		New York.	1893	92	1st Mortgage	300,000	6	March	& Sept.	New Yo		1885
2d Mortgage		1,191,000	7	April	h Oct.	4 4	1884	92	1st Mortgage	200,000	7	Jan.	k July.	66	46	1888
ist Mortgage (E. 1st Mort. (Iowa)			7	May &		4. 4	1874 1897	87	N. Orleans, Jackson & Gt. North 1st Mortgage 1856	. 3,000,000	8	Jan.	& July	New Yo		1886
lst Mortgage (M lst Mortgage (Ic	inn. Cent)	207,000	7	66	44	44 44	1870	90	2d Mortgage 1860, for \$3,000,000	2,000,000	8	April	& Oct	- 44		1890 1890
1st Mortgage (Ic 1st Mortgage (P.	du Chien	1,008,000		1		# #	1870 1898	87 105	N. Orleans Extension, 1870, gold	1,000,000 d 1,500,000		Jan.	k Nov	1		1890
2d Mortgage (P	du Chien)	1,315,000	7.2	3 44	66	44 44	1898	95	New Orleans, Mobile and Texas:	1	1	1				
Milwaukee City 1st Mort. (Milw.	Loan	233,000				66 66	1873 1891	****	let M.(NOtoT 227 m)skg fd let M.( " )gold skg fd	2,825,000	8 7	Jan.	k July	New You N.Y. or I		1915 1915
Real Estate Pur	rchase	148,500	7						2d Mortgage, endorsed by La New York and Boston:	2,825,000		46	66	New Yo		1915
lw. Manitowec			17				1891		New York and Boston:	0	71	May	Nov	N. Y. & I	70	1889
lst Mortgage for ilwaukee and N	orthern:	********	1		******	***********	1001		1st Mortgage gold, for \$3,000,000 New York Central & Hudson R.	:	1.	May .	L LIUV	1. 1. 4.		
1st Mortgage for	\$18,000 p.m		8	June &	k Dec.	New York.	1890		Debt Certif. (N. Y. Central)	. 5,936,626	6	May	& Nov			1883 1876
ineral Point: let Mortgage, D	ec. 21. 1868	320,000	10	Jan. &	July.	New York.	1890		Bonds for debts ass'd(N.Y.Cen. Bonds for B.& N. S't.("	76,000		Feb.	& Aug & Nov			1883
linneapolis & Du	uluth (L.S.& M.)						0.00		Bonds for R.R.stocks( "	592,000	6	66	66	46		1883
1st Mortgage go inneapolis & St.	I. (L. Sup & M.)		8	Jan. d	July.	New York.	1911		Bonds for real estate ( "Bonds of 1854 renew'd( "	162,000			& Dec	1		1883 1887
1st Mortgage go	ld, guaranteed.	700,000	7	Jan. &	July.	New York.	1911		1st Mort. (Hudson Riv.)	200,000	0 7	Feb.	& Ang	- 66	66	1870
linnesota and No	orth Western:	20 000nm	171	fon A	July	New York.	1895		2d Mort. ( " )8. F 3d Mort. ( " )	1,894,00			& Dec			1885 1875
let Mort. gold, a liesissippi Centra let Mortgage	al:	20,000рш		Own.	oury.				Bonds of '71, tax free(NYC&H	1,950,00			& Oct	. 66	46	1891
1st Mortgage		1,354,000	7	May d	Nov.	New York.		1	Consol. Mort. for \$40,000,000		. 7			14	11	1902
2d Mortgage General Mort. fo	or \$8,000,000 gold	2,000,000	7	Feb. 6	Nov.		1875 1912		New York and Harlem: 1st Mortgage of 1853	3,000,00	0 7	May	& Nov	New Y		1873
Hesismppi, Ouaci	hita & Red Riv.				100		-		Consolidated mortgage of 1863.	. 1,754,00	0 6	Feb.	& Aug			1893 1881
let Mortgage go	Grant cold	1,860,000			k				Sinking Fund mortgage of 1861 Bonds of 1853, unsecured	111,85		Jan.	& July	- 66		1873
State (Ark.) sub	osidy \$10,000p.m.	1,550,000					. 1910		N. York, Housatonic & Northern	10	1	1				
Ussissippi and To	ennessee:	600.000	7	April	& Oct	New York.	1876		1st Mortgage for \$500,000 New York and New Haven:	. 161,00	0 7	Feb.	& Aug	New Y	OFE.	1889
1st Morigage of Consolidated Mo	ort. Sept. of 1866	1,181,600		Jan. &			181-19	8	1st Mortgage	. 1,059,50	0 7	April	& Oct	New Y	ork.	1875
ussissippi Valley	and Western:			1		the state of the state of	1902	1	New York & Oswego Midland:	. 8,000,00	0 7	Ton	& Tule	New Y	da	1889
lst Mortgage \$20 Issouri, Iowa and	d Nebraska:	*******				New York.	100.	****	lst Mortgage gold, tax free 2d Mortgage convertible	2,500,00	0 7	May	& Nov	a a	44	1898
lat Mortgage go	ld, sinking fund.		7	* Jun. 6	k Dec.	********	. 1910		2d Mortgage non-convertible	1,500,00	0 7	4	66	EA	44	1898
lissouri, Kansas : 1st Mort. (U.Pac	and Texas:	-	6	Jan A	July	New York.	1899		New York, Providence & Boston 1st Mortgage	1:1	0 6	Feb.	& Aug	New Y	ork.	173-17
let Mort(Tebo &	Neosho)S.F.g'c	2,000,000	7	* June	& Dec.	66 66	1903		Improvement Bonds	. 160,00	0 7	Jan.	& July	. 66	.6	1876
Consol. Land Gissouri River, F	rant, skg fd gold	7,833,000	7	Feb. 4	Aug.		1904		General Mort. for \$1,000,000		0 7	May	& Nov	- 66	46	178-18 1899
let Mortgage La	and skg fd, tax f	5,000,000	10	Jan. &	July.	New York.	1899	86	N. York, West Shore & Chicago	):	1					
2d Mortgage lobile and Girard	A .	2,000,000	10	April	& Oct	N. Y. & Bos	t	746	1st Mortgage gold, \$35,000 p. m Niles and New Lisbon:		- 7	* April	& Oct	New Y	ork.	1902
1st Mortgage		.1 377.MX	7	Jan. 6	July	New York.	1876		lst Mortgage	. 500,00	0 7	Jan.	& July	New Y	ork.	1890
2d Mortgage lobile and Mont	************	300,000	7		11	66 46	1889		Norfolk County (B. H. & Erie):		0 0	Marol	A Con	Posto		1854
1st Mortgage en	gomery:	2,500,000	8	May	& Nov	New York.	1900		Norfolk & Petersburg(A.M.& O.		0	Marci	& Sept	Bosto	d.	1004
lobile and Ohio:	:	7,000,000	1.			19 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	I boli	0.0	1st Mortgage	906,00	0 8	Jan.	& July	New Y		1877
1st Morigage Ste	erling	6,000,000	0 8	May d	k Nov	Mob. & Lone	1. 1882	1	1st Mortgage 2d Mortgage	157,00			66	Norfo		1877
Interest bonds .			8	66	III.	Mobile.	1877		North Eastern (S. Car.):						-1	2.00
	g) bonds				44	London.	1883 1883		1st Mortgage of Sept. 1, 1869 2d Mortgage of Sept. 1, 1869	820,00 322,00	0 7	Marc	& Sep	. Charles	uon.	1899
2d Mort. (Incom	ne Liquidation).				rch.	Mobile.	1877		North Pennsylvania:					Wat		
ontelair (N. Y.	& O. Mid.)			Lat.		and the last of	100	1	1st Mortgage	2,225,00			& July		phia.	1885
2d Mortgage go	ald, guar	1,200,00			& Sept	. 41 46			2d Mortgage	360,00			& Oc			1877
Income Mortga	ge	700,00			& -	64 65			North Shore (L. 1.):	To the state of	1	JIPOK		1000	-wk	III. pa
ontgomery and	Eufala: ad. by Ala. gold		0 0	* March	& Sont	New York.	1886	1	Northern Central:	135,00	7	Feb.	& Au	New Y	ork.	1887
1st Mortgage no	ot endorsed	300,00			& Dec		1900		1st Mortgage, Md. State loan.	1,500,00			J. & (		ore.	lrred
Conticello:		1	1				1000		2d Mortgage skg fd	2,500.00	10	Jan.	& July	7. 46		1885 1900
lat Mortgage	ort dervia:	. 420,00	8 0	April	& Oct	. New York.	1910		3d Mortgage skg fd3d Mortgage (Y'k & Cumb.)gus Consol. Mortgage gold	r. 1,223,00 500,00			& July	7. 44		1877
Ist Mortgage go forris and Essex	old, tax free	650,00	0 7	J. A.	J. & 0	New York.	1890		Consol. Mortgage gold	2,298,00	10	14 11	- 11	- 66		1900
let Morterage al	(D. L. & W.:	5,000,00	1)1	March	& Sept	ALC: VIN A		105	Northern New Hampshire:	561,00	0	April	& Oc	t		1880
2d Mortgage gu Convertible box	ar rund, gual	3,000,00	0 7	Feb.	& Aug	4 44	1891	97	lat Mortgage	105,20	00 3	April	& Oc	t. Bosto	n.	1874
Convertible box	nds	1,610,00	0 7	Jan.	k July	4 66 64	1990	901	Northern New Jersey (Erie):	400.00		4000	01.0		orle	1000
POSSOCI DOUGH (	of 1871	2,000,00	0 7	Feb.	a Aug	1 "	1889	1	1st Mortgage skg fd guar	400,00	7	lawr.	& July	y. New Y	JIE	1878

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Kate.	Interest		Due.	Price	Description of Bonds.	Amount.	ate	Interest		Due.	1
	-	H	When.	Where.	A	Pu			M	When.	Where.	-	1
forthern Pacific: 1st Mort. on R.R. & lands gold	50 000nm	72	Jan. & July.	New York.	1900	100	Perkiomen (Phila. & Rdg): 1st Mortgage, guaranteed	\$619,000	6	April & Oct.	Philadelphia.	1897	1
orwich & Worcester B.H.& E.):	15 m	1	Sales North Course		and the same	100	Perth Amboy & Woodbr.(C&A):	100,000		\$100 PESSED VIVE	CONTRACTOR OF STREET	(Specific	1
lst Mort. Mass. Loan Plain bonds	200,000	6	Jan. & July.	Boston.	1877 1874		1st Mortgage Petersburg:	100,000		Feb. & Aug.		1874	1
Machine shop &c., bonds yack and Northern:		7		46 66	1877		lst Mortgage (instalments) Philadelphia and Baltimore Cent.:	341,500	8	Jan. & July.	New York.	'79-'88	8 .
lst Mortgage. gdensburg and Lake Champlain:	100,000	7	Jan. & July.	New York.	1890		1st Mortgage (Penn. Div. 36 m.)	800,000		Jan. & July.	Philadelphia.	1879	1.
Idensburg and Lake Champlain: Equipment Mortgage	300,090	8	Jan. & July.	Boston.	1878		1st Mortgage (Md. Div. 9† m.) 2d Mortgage (Pa. & Md. 46 m.)	400,000		April & Oct. Jan. & July.	a a	1891	1
Equipment Mortgage	200,000	8	March & Sept.	66	1879 1890	100	2d Mortgage (Pa. & Md. 46 m.) Philadelphia and Reading: Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	1
Sinking Fund Bonds no and Mississippi:		8			1	9.78	Loan of 1870, convertible	28,000	7	4 4	46.1	1890	1
lst Mortgage, (E. Div.)	2,050,000 850,000	7	Jan. & July.	New York.	1872 1872		Mortgage Loan of 1857, conv Mort. Loans of 1843-44-48 & 49.	96,000		44 44	4	1886 1880	ă
2d Mortgage, (W. Div.).	534,000	7	4 4	u u	1874 1882	878	Mortgage Loan of 1868	2,700,000	7	April & Oct.	Tondon	1893 1880	ä
Income Mort., (W. Div.)	221,500 2,761,000	7	Jan. & July.	" "	1898	924	Mortgage Loan of 1836 stg Mortgage Loan of 1843 stg	182,400 976,800	6	46 46	London.	1880	ä
Combolidated Mort. (aterling)	101,850	7*	11 46	London.	1898		Morigage Loan of 1836 stg (Dollar coupon	7,696,00		June & Dec.	Philadelphia.	1911	-
Creek and Allegheny River: lst Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Consolidated   Dollar registered	3,414,00	7	11 41	"	1911	
18t Mortgage (War & Fkin)	580,000 1,100,000	7	May & Nov.	44	1882 1888	803	June 1, 1871. Gold or stg coup	7,000,00			Phil. or Lond.	1911	i
Consolidated Mortgaged Colony and Newport:				150 = 1		l'ore	( Dollar coupon	376,00	0 6	44	Philadelphia.	1911.	ė
Plain Bonds	1,000,000	6	March & Sept. April & Oct.	Boston	1876 1875	961	New deben. loan, conv Philadelphia, Wilmington & Balt.	2,305,63	0 7	Jan. & July.		1893	
A ROUTE DUINED	1,450,000		Feb. & Aug.		1877	101	Mortgage Loan, convertible	345,00		Jan. & July.			
naba and Northwestern: lst M. land grant, gold\$16,000pn		7.3	Jan. & July.	New York.	1901		Loan of 1866 Loan of 1867	1,000,00	0 6	April & Oct.	46.75	1876	
nana and Southwestern .				Boston.	1896	878	Pickering Valley (Phila, & Rdg)	:	1	April & Oct	Philadelphia	1900	
ange, Alexandria & Manassas	1,000,000			Doston.			1st Mortgage, guaranteed Pittsburg, Cin. & St. Louis (Pa.):	A List		The sector lives		1900	
1st Mort. (Alex. to Gordonsville 2d Mort. (Charlotte to Lynchb.	1 400.000I	6	Jan. & July.	New York.	1878 1875	93	Consol. Mortgage for \$10,000,000 lst Mort. (Steub. & Ind.) conv.	0,212,00		Feb. & Aug monthly.	New York.	1900	
ou mort. "	598,000	8	May & Nov.	Richmond.	1873	95	lst Mort.(Ct.& New'k 33m)con						
th Mort. " " Consolidated Mort	574,000 1,645,500		March & Sept.	New York.	1880 1882	83	Pittsburg & Connellsville: 1st Mortgage of 1868, tax free	4,000.00	0 7	Jan. & July	Baltimore.	1898	
Bure and Newark .					1881	111	2d Mort. (Balt. Loan) of 1866	. 1,000,00	0 6	" "	46	1886	ĺ
ist Mortgage. age Valley & Southern Kansas		0	May & Nov.	Newark.		****	lst Mort. (Turtle Cr. Div.104 m Pittsburg, Ft. Wayne & Chicago		0 0	Feb. & Aug	To the second	20000	
ISU MOPERADO (h-20 mones)	200,000	10	Jan. & July	New Yor k	1888		1st Mortgage (Series A) 1st Mortgage (Series B)	. 875,00		Jan July Feb. & Aug	New York.	1912 1912	
hkosh & Miss. (M. & S. P)): lst Mortgage.	240,000	8	Jan. & July	New York.	1891		1st Mortgage (Series C)	. 875,00	0 7	March & Sept		1912	
wego and Rome (R.W. & O.)	500,000	7	May & Nov	New York.	1916		1st Mortgage (Series D) 1st Mortgage (Series E)	. 875,00 875,00		April & Oct	/6	1912 1912	
mortgage	112,100		Feb. & Aug	4 4	1891		1st Mortgage (Series F)	. 875,00	0 7	June & Dec		1912	
ist Mortgage, guaranteed	183,000	1	May & Nov	New York	1885		2d Mortgage (Series H)	. 860,00 860,00	00 7	Feb. & Aug	44 45	1912 1912	
lawa, Uswego & Fox River:					1900	- ALI	2d Mortgage (Bacles I)	. 860,0	00 7	March & Sept		1912 1912	
lst Mortgage guar. by (C.B.& Q wensboro' and Bussellville.	1,260,000	8	Jan. & July	. Boston.			2d Mortgage (Series K) 2d Mortgage (Series L)	860,0		May & Nov		1912	ì
18t Mortgage for \$1,500,000		8	Feb. & Aug	New York	. 1887		2d Mortgage (Series M)	860,0		June & Dec		1912 1912	
acific of Missouri (Atl. & Pac. 1st Mortgage gold.	7,000,000		Feb. & Aug		1888	90	Bridge (O. & P. R. R.) bonds.	153,0	00	May & Nov	. 4 4	1876	i
2d Mortgage sinking fund Income Bonds			Jan. & July		1891 1892		Equipment Mort. of Mar. 1, 186 Construction bonds of Jan. 1,"	1,000,0	00 3	Jan. & July	44 44	1874	
or mount County Bonds	700,000	1	Monthly.	St. Louis.	1885 1887		Plymouth, Kankakee & Pacific	:				TOTAL .	
1st Mort. (Lex. & St. Louis)gollst Mortgage(Lea. Atch & Nev	d 1,000,000 500,000		Jan. & July April & Oc	New York	1889		1st Mortgage for \$3,600,000 Port Huron & Lake Michigan:			Jan. & July	7.	. 1901	į
aducah and Memphis:		1		1	1892		1st Mortgage gold, for \$1,800,00	00	7	May & No	New York.	1889	1
1st Mortgage gold for \$2,805,000 anama:	1,071,000	1	7 Feb. & Aug	New York			Portland & Ogdensb. (Me. & N.H. 1st Mort. (Maine Section) gold	800,0	00 (	Jan. & July	Boston,	1900	
1st Mortgage, stg £19,350 General Mortgage, stg £597,800	93,847		April & Oc	t. London.	1875 1897		Consol. Mort. gold, for \$3,300,00	00	(	May & No	7. "	1901	
aris and Decatur:		1			1001	1	11 lat Mortgage gold, for \$2,300,00	00	(	* May & No	Boston.	1801	
1st Mortgage soldaterson and Newark (Erie):	1,200,000	1	i* Jan. & July	New York	1901		Portland and Oxford Central: 1st Mortgage of 1863	250,0	00	Jan. & July	Portland.	1883	ı
1st Mortgage guaranteed	500,000	1	7 Jan. & July	New York	1878		Portland and Rochester:	1			The state of the s	12.28	
ekin, Linc. & Decatur(TW&W let Mortgage, guaranteed	1.076.000	,	7 Feb. & Au	New York	1900	88	1st Mort.(Portland Loan)skg f 1st Mortgage (equal lien)			April & Oc	Poston '	1887	į
emberton & Hights (IIC of N.I	1.					1 05	2d Mort. Sept. 1, 1871 for\$450,00	00		March & Sep		1891	
emberton & N. York (N.I.S.)	160,000	1	7 Jan. & July	y. Philadelphi	A. 1000	***	Port Royal (S. C.): 1st Mortgage gold, skg fd	1,500,0	00	May & No	N. Y. & Lon	d. 1889	į
1st Mortgage, guaranteed eninsular Railway:	500,000	)	7	. New York			1st Mort. gold, guar. by Ga. Co Pougkeepsie and Eastern:	1,000,0	00		2.3	1889	,
1st Mortgage gold(8.F.)1st seri	1,800,000	0	7* May & Nov	N.Y. & Lon	d. 1899		1st Mort, gold, conv. & tax free	800,0	00	Jan. & July	New York	1910	ì
1st Mortgage gold (S.F.)2d seri	979,000	9 ,	7* " "	1 " "	1900		Providence and Worcester:	300,0	00	Jan. & July	r. Providence	1860	į
ennsylvania: 1st Mortgage (Harr. to Pbg)	4,972,000			y. Philadelphi	a. 1880	1000	Quincy, Alton and St. Louis:			Walter and the	(warda		
2d Mortgage ( " )	2,594,000	0	6 April & Oc	London.	1875 1875		Quincy and Toledo (T., W.& W.	):	00	* May & No	r. Philadelphia	3 925	
2d Mortgage (") at General Mortgage (coup.& reg	). 18,604,500	0	6 J. A. J. & (	). Philadelphia	a. 1910	00	1st Mortgage, guaranteed	500,0	00	May & No	v. New York.	1890	
State lien for \$17,500,000, skg f ennsylvania Coal:	d 0,100,90	9		t. Harrisburg			Quincy & Warsaw (C. B. & Q.) 1st Mortgage, guaranteed	800,0	00	Jan. & July	y. Boston.	1890	į
1st Mortgage ennsylvania and Delaware:	542,500	0	7 Feb. & Au	g. New York	1881		1st Mortgage, guaranteed Reading and Columbia (P.& R). 1st Mortgage, guaranteed	850,0	00	March & Sep	t. New York.	1882	
1st Mortgage	360,00		7 Feb. & Au	g. Philadelphi	a. 1901					June & De		1884	
Income Mortgageennsylvania & New York(L.V.	310,00	0	7 March & Sep	t. "	1891		Rensselaer and Baratoga: 1st Mortgage	150,0	00	Jan. & July	Troy.	1873	
let Mortgage guaranteed	1,500,00			c. Philadelphi	a. 1896 1906	1	2d Mortgage	300,0	00	4 4	44	1880	
let Mortgage guaranteed eoria & Bureau Val(C.R.I.& P	1,500,00		7 " " "	. In the roll			lst Mortgage (Sara. & Whiteh	150,0	00	March & Sep	t. New York	1886	į
1st Mortgage guaranteed	600.00	0	8 Jan. & Jul	y. New York	1877			125,0	00	May & Nov	7. 44 44	1890 1894	
eoria & Hannibal (C. B. & Q.) 1st Mortgage, traffic guarantee	600,00	0	8 Jan. & Jul	y. Boston.	1878	3	Richmond and Danville:		1	7 Jan. & July	3 198	-	j
Peoria, Pekin and Jacksonville:		1	STELLINGUE !	Automation.	1894		Virginia State Loan, skg fund	600,0		8 Jan. & July	Richmond.	1875	į
1st Mortgage 2d Mort, conv., and tax free Peoria and Rock Island:	1,000,00		7 Jan. & Jul. 7 April & Oc	y. New York	1900		Consolidated Mortgage	1,722,0		May & No	New York.		
Peoria and Rock Island:	e. 1,500,00	1	7* Feb. & Au	1	nd. 1900	0	Rich., Frederickburg & Potoma	c:	77	Jan. & July	London.	1875	į
1st Mort. gold, conv. & tax fre Philadelphia and Erie (Penn.):	1,000,00	1	L. Pundi u	120 J & S. C.	1200	-01	Dollar Loan	290,0	00	8 4 4	Richmond.	1881	l
let Mortgage (Sunb & Erie 40.	m) 1,000,00	in!	7 April & Oc	1 66	ia. 187		Dollar Loan	172,8	00	E SUBJECT TO	- Annual Courts	1875	1
1st Mortgage (whole road 2874 2d Mortgage (""" Gen'l M. for \$20,000,000, gold	3,000,00	0	7 Jan. & Jul	у. "	188	8 91	1st Mortgage			June & De		A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Gen'i M. for \$20,000,000, gold	gr. 5,000,00	100	6") " "	- 41	192	0	.   lst Mortgage	175.0	4	April & Oe	b Line sold		į

An Asterick (\*) affixed to rate of nterest signifies "Payable in Coin."

Descrip	tion of Bonds.	Amount.	ate		Payable.	ne.	Price.	Description of Bonds.	Amount.	Rate.	Interest	Payable.	ue.
		-	R	When.	Where.	Du	Pr			R	When.	Where.	Due.
lockford, R.	Island & St. Louis:	0000000	19.66	W-1 4 A	W TT 4 T 1	1010	1	Sioux City and Pacific:	1 2 .00			and the street	
tome. Water	town & Ogdensb.:		3	Feb. & Aug.		1	****	1st Mortgage gold	\$200,000	0-	Jan. & July.	Boston.	1898
1st Mortgag	e,(W.&R.)Skg Fund otsdam & Watert.).	799,900 327,000		March & Sept. June & Dec.		1880 '72-'74		1st Mortgage gold South Carolina:	560,000	7*	June & Dec.	Boston.	1891
Consolidate	d Mort. Skg Fund	824,500		une at Dec.	44	1891		1st Mortgage Sterling	1,407,270	5*	Jan. & July.	London.	182-188
let Mortana	Oswego: e, gold \$20,000 p.m	1	7=	Jan. & July.	New York.	1890	17	let Mortgage (L.) currency	807,500	7		New York.	182-188
tutland (Ver	m. Cen.& Can.):	1 1 1 1 1 1	15	4.11	AVEW TOTA.		****	Domestic (H) Bonds	192,500 842,500		Jan. & July.	Charleston.	1872
Equipment	Mortgage, tax free	500,000 500,000		May & Nov.	Boston.	1880 1880	88	Domestic (I) Bonds	1,470,000	7	April & Oct.	. 44	'88-'91
aint Croix at	Mortgage nd Penobscot:	800,000	9	March & Sept.		1000	00	Domestic (special) Bonds	76,000 71,260		Jan. & July. various.	44	'80-'92 '72-'74
1st Mort. (C	Cal. & Baring)	95,200		Jan. & July.	Calais, Me.	1879	****	South Florida:	-		143.043		
Calais Loar	(Lewey's Island)	17,500 130,000	6	June & Dec.	66	1879 1876		lst M. endor.by State \$16,000pm   South Georgia & Florida (A.& G):	********		************	***********	****
t. Joseph &	Denver City:	- for all	1		NW I 3	10.00	1	1st Mort. assumed by Atl. & Gulf	464,000		May & Nov.	New York.	1888
lat M.(W.D	C. D.) gold tax free )land grant, g'd tax fr	1,512,000 15,000pm	8+	reb. & Aug.	N.Y. or Lond.	1900	****	2d Mort. " " " South Mountain Iron(Cumb.Val):	200,000	7	4 4	- 44	1889
t. Louis, Alt	on and Terre Haute:	49 1900	_	All Indiana	4			1st Mortgage guaranteed	200,000		June & Dec.	Philadelphia.	
1st Mortgag	e (Series A) skg f'd. e (Series B) skg f'd.	1,100,000		Jan. & July. April & Oct.		1894 1894	100	2d Mortgage for \$200,000 South and North Alabama.	179,060	7	March & Sept.	4	1884
2d Mortgage	e preferred (Series U)	1,400,000	7	Feb. & Aug.	44 44	1894	90	1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890
2d Mortgage	preferred (Series D)	1,400,000	7	May & Nov.	66 66	1894	824	South Pacitic (Atl. & Pac.):				Now York	1000
Equipment	e Income (Series E). Mortgage	300,000		March & Sept.	45 46	1894	****	1st Mortgage gold, assumed South Shore (Mass.):	7,189,000	6.	Jan. & July.	New York.	1888
L. Louis, Cou	in. Bluns & Omana:		7*	Jan. & July.	Now Vork	1901		1st Mortgage, sinking fund South Side (L. I.):	150,000	6	April & Oct.	Boston.	1880
t. Louis and	ge, gold \$16,000 Iron Mountain:	********		oan. & oury.	New York.	1901	****	1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887
1st Moregag	ksonv.& Chic.(C&A):	4,000,000	7	Feb. & Aug.	New York.	1892	954	South Side, Va. (A.M.& O.):					
1st Mortgag	e Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	98	1st preferred bonds	617,000		Jan. & July.	New York.	184-190
2d Mortgag	e Mar. 16, 1864 guar. e May 1, 1868 guar nsas City & Northn:	548,000		Jan. & July.	61 65	1898		3d preferred bonds	448,500	6	H 46	45 45	184-190
1st Mortgac	e (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91	Southern Central:			Jan. & July.	New York.	1900
Louis, La	e (late North Mo.) wr. & Denv. (Pacific):	2 000 000	4.8			1000		1st Mortgage, skg fund conv Southern Iowa and Cedar Rapids	2,000,000			ATOW TOTAL	1000
1st Mortgag	e gold, guaranteed South Eastern:	1,000,000	6*	Jan. & July.	New York.	1901	****	lst Mortgage gold Southern Minnesota:	1,500,000	7*	May & Nov.	New York.	1900
1st Mort. go	old skg fund conv	-2.250.000		May & Nov.	New York.	1894		1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	78-188
let M.(Evar	s.D.)gold skg f'd,con St. Joseph :	1,000,000	7	a "	46 46	1896		2d Mortgage, land grant Southern (Cal.) Pacific:	3,000,000		Jan. & July.	44 44	1890
1st Mortgag	e gold n.& T. H. (T.H.&I.) :	1,000,000	6*	May & Nov.	New York.	1893		lst Mortgage gold for \$28,000,000.	5,750,000	6			
Louis, Var	n.& T. H. (T.H.&I.):		-					Southern Pennsylvania:		1			
1st Mortgag 2d Mortgag	e, (A.) guaranteed	1,899,000		May & Nov.	New York.	1897 1898	****	lst Mortgage gold 2d Mortgage gold	625,000	7	March & Sept.	Philadelphia.	1890 1880
2d Mortgage	e (B.) convertible	1,000,000	7	66 66	46 #1	1898		South Western (Cen. of Ga):	1	1.			1000
Paul and	rtgage Chicago (M.& St.P.):	799,000	7	March 1.	Pittsburg.	1891	****	Plain Bonds, various conv	391,000		various.	Macon.	172-186
1st M. land	e, guaranteed e, (A.) guaranteed e (B.) convertible rtgage Chicago (M.& St. P.): gr.gold skg fd öndor. Partific Jat Division	4,000,000	7*	J. A. J. & O.	New York.	1900		lst Mortgage (Muscogee) conv Spartanburg and Union:	300,000	7			1721-76
C. I thui mud a	Pacific 1st Division: lt.P.to St.Anth.)10m.		8	March & Cont	More Wash	1000		1st Mortgage, end. by S. Car	350,000		Jan. & July.	Charleston.	1879
1st Mort.(Si	L Paul to Wab.)70 m.	700,000		Jan. & July.	New York.	1892 1892	****	lst Mortgage not endorsed Springfield & Illinois S. Eastern:	198,370	7		**	1879
2d M.(N.Li	ne)80 m.& 1st land gr.		7	June & Dec.	66 66	1892		lst Mortgage gold, tax free	3,400,000	7	Feb. & Aug.	New York.	1900
General Mon	ort. (R. R. & Lands) rt., (R. R. & L'ds) stg.	1,000,000	7*	Jan. & July.	London.		****	2d Mortgage gold, tax free Springfield and Northwestern :	1,000,000	7	" "		1900
1at M .(W.I	Ine) B.R. & Lands	6,000,000	7	- & -	New York.			lst Mortgage gold, skg fund Staten island:	20,000 pm	7	Feb. & Aug.	New York	1901
t. Paul and	ine) R. R. & Lands Sioux City:	3,000,000		- & -		****	****	Staten island:				Now Work	
1st Morigas	ge \$16,000 p. m	2,000,000	7		New York.	1896		1st Mortgage Sterling Mountain:	200,000	7	Jan. & July.	New York.	1886
Land Stock	water & Taylor's F.	2,400,000	8	J. A. J & J.		1890		1st MortgageSullivan (Verm. Central):	850,000	7	Jan. & July.	New York.	1874
1st Mortgag	ge for \$450,000		8	Jan. & July.	New York.	1901	****	lst Mortgage	500,000	6	Jan. & July.	Boston.	1875
alem (W. Je	er.):							2d MortgageSullivan and Erie :	250,000		Feb. & Aug.	4	1880
alem and L	ge guar owell (B. & L.):	100,000	6	Jan. & July.	. Philadelphia.	1878	****	lst Mortgage, skg fund			May & Nov	New York.	1886
1st Mortgag	eld & Newark(C&O.)	226,900	6	Feb. & Aug.	Boston.	1878	95	Summit Branch:	1	7	May & Nov.	New York.	1000
and, Mansu	eld & Newark(U&O.)	2,525,000	7	Jan. & July.	New York.	1909		1st Mortgage Sunbury and Lewiston:	174,000	6	Jan. & July.	Philadelphia.	1875
an Fran., Or	e guaranteed akland & Alameda :					1909		1st Mortgage gold	1.200.000	7	April & Oct.	Philadelphia.	1890
lat Mortgas	ye gold Vhitehall (R. & S.):	1,500,000	8"	Jan. & July.	New York.		****	1st Mortgage gold Superior and St. Croix:	1,200,000	1.	-pin a out		1000
1st Mortga	ge, guaranteedd Charleston:	400,000	7	March & Sept.	New York.	1886		1st Mortgage, \$16,000 p. m Superior and Northwestern :		8	***************************************	***************************************	****
avannah and	d Charleston:	T 0 -1	100				1	1st Mortgage, \$16,000 Suspens. Brid. & Erie Junc.(Erie		. 8			
State guara	re(Sav.& Char.)bonds nteed (C.& S.)bonds.		6	Jan. & July.	New York. Charleston.	1889 1870	6	Suspens. Brid. & Erie Junc. (Erie) 1st Mortgage		1		New York.	
Funded In	terest bonds	157,400	7	4 4	" "	1889		Sussex (N. J.):	-1-1-1-	1		A 10 P T T T T	
1st Mortga	riffin & North Ala.: ge for \$500,000 guar	152.000	7	Jan. & July	Macon.	1891		1st Mortgage 3wedesboro (W. Jer.):	200,00	0 7	April & Oct.	Sussex.	1873
avannah and	Memphis:		1					1st Mortgage, guaranteed Syracuse, Bing. & N.Y. (DL&W)	. 188,50	0 6	Jan. & July.	Camden.	
1st Mortga	ge gold, endor & Susq.(D.&H.Can.)	16,000pm	8.	May & Nov	New York.	1890		Syracuse, Bing. & N.Y. (DL&W)		1			
lat Mortga	ge gold, tax free	300,000	7*	Jan. & July	New York.	1900		1st Mortgage2d Mortgage	1,400,00 270,00		April & Oct.	New York.	1879
eaboard and	1 Koanoke: ge	010 000	7	Tom to Tules	NT 31>-	1000		Syracuse and Chenango Valley:	1	1			
elma and G	ulf:		7	Jan. & July	New York.	1800	****	lst Mort. gold, for \$500,000 Tebo and Neosho (M. K. C.& T.)		. 7	Feb. & Aug.	New York.	1891
1st M. (gua	r. by Ala.) \$16,000pm		84	April & Oct	. New York.	1890		1st Mortgage gold, skg fund Terre Haute & Indianapolis:	1,163,00	0 7	June & Dec.	New York.	1903
lat M.gold	on and Memphis: gr. by Ala. \$16,000pm		84	March & Sept	New York.	1889		Terre Haute & Indianapolis:	800,00	1	A	37 Flle	2000
elma, Rome	and Dalton:		1	0.00			-	Tioga:	. 600,00	0 1	April & Oct.	New York.	1897
	ge, tax free				New York.	1887 1890	****	1st Mortgage	- 243,00	0 7	May & Nov.	New York.	1872
Equipment	Mortgage	. 230,000	10	o and a sury		1881		1st Mortgage (E. Div.) 110 m.	1,600,00	0 7	June & Dec.	New York.	1894
namokin V	alley & Pottsv.(N.C.)	700.000	7	Feb. & Aug	Philadalahi			1st Mortgage (B. Div.) 110 m 1st Mortgage (W. Div.) 117 m	1,800,00	0 7	Feb. & Aug.		1896
heboygan a	ge, guaranteed nd Fond du Lac	100,000				. 1872		Equipment Mort sinking fund	1,300,00	0 7	Jan. & July.	66 66	1886
1st Mortga	ga	. 729,000				1884		Consol. Mort. 227 m. \$6,500,000.	1,406,00		May & Nov.	64 14	1879 1910
henange an	ge extensiond Allegheny:		8	April & Oct		1866	****	Consol. Mort. 227 m. \$6,500,000. 1st Mortgage (Burl. Br.) 10 m. Tom's River & Watert.(N.J.So.)	250,00	0 7	June & Dec.	44 44	1910
lat Mortga	ge for \$1,000,000	. 638,000	7	April & Oct	. New York.	1889		1st Mortgage guaranteed Troy & Bennington (T. & ):	80,00	0 7		New York.	1888
hepaug Val	ley (Ct.): ge	. 350,000	7	April & Oct	New York.	1891		Troy & Bennington (T. & ):			4	A STORY WILL	1787
Shore Line	N. Y. & N. H.):		1	La Carta	111-1			lat Mortgage skg fund, uar Troy and Boston:		0 7	Jan. & July.	Troy.	1878
lat Mortga	ge construction nd St. Paul:	200,000	7	March & Sept	Boston.	1880		1st Mortgage	. 300,00		Jan. & July.	New York.	1887
lat Mortes	go	700,000		May & Nov	New York.	1901		2d Mortgage	300 00	0 7	April & Oct		1985
The wrong all	it Mortgage gold	. 500,000		Jan. & July		1	1	Manuallita Danis	648,00	4	May & Nov	4 4	1875

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	-	Whe		Payable. Where	Due.	Price.	Description of Bonds.	Amount.	Rate.	When.	Where.	Due.	1
oledo, Wabash and Western:		-		•		10	-	Western Maryland:	-	-			-0-6	1
1st Mort. (Tol. & Ill., 75 m.) 1st M.(L.Erie, W.& St.L. 167 m.) 1st Mort. (Gt. W. R. R. W.D. 100m.)	\$900,000		Feb. &	Aug.	New York.	1890	954	1st Mortgage	\$400,000	6	Jan. & July.	Baltimore.	1890	1
let Mort (Gt W P R W D 100m)	2,500,000		April &	Oct	44 44	1890 1868		1st Mort. endor. by Balt 2d Mort. " "	200,000		u u	. "	1890 1890	1
let M ((4t. W. R.wv of '59, 181m)	2,500,000	7 1	Feb. &	Aug.	46 . 4	1858	94	2d Mort. endor. by Wash. Co	300,000		4 4	4	1890	1
lst Mort. (Quincy & Tol 34 m). lst Mort. (lil. & So. Iowa 42 m.	500,000	7 1	May &	Nov.	66 66	1890	90	2d Mortgage preferred	600,000		4 4		1895	1
let Mort. (Ill. & So. lowa 42 m. 2d Mort. (Tol. & Wabash 75 m.	1,000,000	7 1	Feb. & May &	Nov.	66 66	1882 1878		3d Mortgage endor. by Balt Western Pacific (Cen. Pac.):	875,000	0			1900	1
2d Mort. (T. Wab. & Wt. 167 m.	1,500,000	7 1	46	66	66 65	1871	93	1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	4
2d M. (Gt. W.Rwy of '59, 181m.	2,500,000	7		66	66 66	1893	89	lst Mortgage assumed, gold Western Pennsylvania (Penn.):	11.15.11				1000	1
Equipment (Tol. & Wab. 75m.)		7 1	F. M. A	-	et et	1883 1907	85 874	1st Mortgage (main line 57 m) 1st Mortgage (Pittab. Br. 28 m.)	1,000,000		April & Oct. Jan. & July.	Philadelphia.	1893	1
Consol. Mortgage (500 m.) 1st M. (Dec. & East St. L. 109m.	2,700,000	7 1	66	46	46 46	1900	90	Western Union (M.& St. P.):	2,000,000		omm — omj.			1
roy, Salem & Rutland (R.& Sar.)		_		**		1000		1st Mortgage for \$5,000,000	3,275,000	7	Jan. & July.	New York.	1896	1
1st Mortgage, guaranteed roy Union (and Depot):	600,000	7	May &	Nov.	New York.	1890		West Jersey: Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	4
1st Mortgage, guaranteed	500,000	6	Jan. &	July.	New York.	1873		1st Mortgage, Jan. 1, 1866	1,000,000		Jan. & July.	4	1896	
2d Mortgage, guaranteed	180,000	6	66	64		1878		Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	44	1899	1
uckerton:	400,000	7	A mwil A	h Oat	Dhiladalphia	1901		West Wisconsin:	4,000,000	7	Jan. & July.	N.V. or Land	1996	ă
lst Mortgage nion Pacific:			-		Philadelphia.	7		Whitehall & Plastsburg (M.& P.)	2,000,000		oam would	24.2.01 230110.		d
1st Mortgage gold, tax free	27,237,000	6*	Jan. &	July.	N. Y. & Bost.	196-199	861	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	á
2d Mortgage (Gov. subsidy)	27,230,000	6	**	**	44 44	196-199 1889		Wicomico and Pocomoke:	000.000	,	Ton & Tule	Wass Wash	1873	i
1st Mort. Land Grant	9,193,000	7	April	k Sont	6 4	1874	774	1st Mortgage	200,000	,	Jan. & July.	New York.	1010	d
Omaha Bridge B'ds, stg £250,00	2,500,000	8#	April	z Oct.	London.	1896		1st Mortgage	350,000	8	May & Nov.	New York.	1900	d
nion Pacific (Central Div.):			1					Wilmington, Colum. & Augusta				*	1000	
1st Mortgage gold, tax free	1,600,000	6*	May &	Nov.	New York.	1895		1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	i
2d Mortgage (Gov. subsidy)		6	Jan. &	July.		'96-7-8		Wilm., Charlotte & Rutherford:	1,500,000	8	Jan. & July.	New York.	1897	
Inion Pacific, S. Br. (M.K.&T.): let Mortgage gold, skg fund	3,595,000	6*	Jan. &	July.	New York.	1899		1st mortgage	1,000,000		" "	4 4	1897	
Juion & Titusville(O.C.& A.Riv.	):						14.	Wilmington and Reading:		1	Ameli a a	Dh.II. 3.1 11	1000	
1st Mortguge	. 500,000	7	Jan. &	July	New York.	1890	****	1st Mortgage			April & Oct.	Philadelphia.	1900	
nited Companies of New Jer.: Sinking Fund sterling £262,000	1,268,080	6*	Jan. &	July	London.	1880		2d Mortgage coupon or regis Wilmington and Weldon:	1.20,000	1 .	Jan & July.		1	
Loan of 1875 (Joint Companie	675,000	6*	April .	& Oct.	Philadelphia,	1875		Sterling Bonds	648,700	6	Jan. & July.	London.	1881	
Loan of 1875 (New Jersey Co. Loan of 1883 ( " " "	300,000	6	lieb. &	Aug	New York.	1875	981	Currency Bonds	221,400		May & Nov.	Man Wash	1882	
Loan of 1883 ( " " "	1,700,000	6	66	46	Dhiledelphie	18/8	90	Sinking Fund gold, Bonds	710,000	1	Jan. & July.	New York.	1893	
Loan of 1883 (Camden& Amb's	866,000	6	June &		Philadelphia. Princeton.	1889	88	Wilmington and Western (Del.):	400,000	7.3	J. A. & J. O.	Wilmington.	1892	
Consolidated(mort.)Loan of 18	9 5,000,000	6	May &	Nov.	Philadelphia	1889	9C1	Vinona & St. Peter (C. & N. W.)		-				
Sterling Loan £369,200	1,846,000	5*		& Sept.	London.	1894		1st Mortgage \$20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	
Sterling Loan £360,000 Loan of 1888	1,800,000	6*	66			1888		2d Mortgage \$12,000 p. m Land Grant Mort. gold, skg fund	1,565,000		June & Dec	4 4	1910	*
Bond to State of New J.(NJC	100,000	6	Feb. &	Ang	New York.	1887		Wisconsin Central:	2,510,000	1.	June & Dec	100		
Bond to State of N. Jer. (U.Co'	500,000	7						1st M. L. G.,gold S. F.\$25,000pn		7	Jan. & July	Boston.	1901	
Loan of 1894	2,000,000	6	April	& Oct	Philadelphia	1894		Worcester (Md.):	040.000		Ton & Tule	Paltimore	1891	
Itica and Black River:  1st Mortgage	851,500	7	Ton &	July	N. Y.& Utica	1878		1st Mortgage Worcester and Nashua	210,000	0	Jan. & July	Baltimere.	1001	
Itica, Chen. & Susq. Val. (D&HC			Jan. a	July	M. I. & Ottes			Plain Bonds	. 125,000	7	Jan. & July	Boston.	1890	
1st Mortgage		7						Plain Bonds	. 75,000			"	1890	h
Itica, Ithaca and Elmira:	. 25,000 m	-4				1909		CANAL BONDS.					-	
1st Mortgage gold, skg fund Vermont Central:	. 20,000 111	7-	Jan. a	July	N. Y. & Lond	1002	***	Chesapeake and Delaware:		1			mi.	
1st Mortgage consolidated	3,000,000		June	& Dec	. Boston.	1886	404	1st Mortgage sinking fund	1,997,87	2 6	Jan. & July	Philadelphia	1886	
2d Mortgage consolidated	1,500,000	7	66	66	45	1891	10	Chesapeake and Ohio:					1970	
Guar. Stock (Vt. & Ca.R.R.)	795 600	-	Jan.			1887	78	Maryland Loan sinking fund	. 2,000,00			London.	1870	
Equipment Mortgage	1,000,000		May &		•	176-17		Sterling, Loan guaranteed Preferred Bonds (next lien)	. 1,699,50				1885	
Equipment Mortgage	1,000,000		"	44		1889	781	Delaware Division (L.C. & N.):		1				
Vermont and Massachusetts:	250.000		1.			1883	00	1st Mortgage, guaranteed	. 800,00	0 6	Jan. & July	Philadelphia	. 1878	ı
1st Mortgage sinking fund Convertible bonds, tax free	200,000		Jan.	t July	Boston.	1879	92	Delaware and Hudson:	1,500,00	0 7	May & Nov	New York.	1877	
Vermont Valley (Rutland):	1 3 5 6	1	-	-		120.0	00	st Mort- 1st series, Nov. 1, 1867 gage re- 2d series, July 1, 1869.	8,500,00			. "	1884	
1st Mortgage	386,000		April	& Oct	New York.	1860		gistered. (3d series, Jan. 1, 1871.	. 5,000,00		4 4		1991	è
1st Mortgage	114,000		14	66	Boston.	1860		Delaware & Raritan See U'd Co'	B.					
2d Mortgaga	293,200	7	-		New York.	1859	****	Lehigh Coal and Navigation: Mortgage Loan reg	5 588 97	7 6	J. A. J. & C	Phila:lelphia	1884	i
(lst series (rod)	722,500	7	Jan.	k July	. Philadelphia	1890		Mortgage Loan reg	2.0. 0.00	0 6	F. M A. & N June & Dec	. "	1897	ı
General   2d series (blue)	850,000	7	1 66	**	46	TOSO		Mortgage (equip.) Loan, gold.		0 6	June & Dec		1897	
Mortgage 3d series (black) 4th series (not end.)			4	4 0	46	1890 1850	****	Convertible Loan, gold			June & Dec	ie.	1894	1
Special Loan 1871	1,273,000			& Oct		1880	****	Monongahela Navigation:	1,496,87	9	oune & Dec		120	ı
Vineland:			o and	- our		10.5		1st Mortgage	. 103,00	0 6	Jan. & July	New York.	1887	1
1st Mortgage tax free		7	April	& Oc	New York.	1890		Morris (and Banking):				Dhila dalahia	1098	
Virginia & Tennessee(A.M.& O 1st Mortgage	494,000	6	Jan	k July	N.Y.&Lynch	1873	95	lst Mortgage2d Mortgage	286,00	0 6		Philadelphia	. 1876	
Enlarged Mortgage	990,000			e our	. I. acLylici	1884	77	Boat Loan, sinking fund	236,96	5		44	1885	•
4th Mortgage	846,000	8		& Sep		1900	884	Preferred Stock Dividend Scri	p. 103,16	4	Feb. & Aug	g. 46	1887	ı
Registered Certificates Funded Interest				k July	7. 46 46	1880	1	Pennsylvania:	0.000		You & Tools	Philadelphia	. 1887	į
Income Mortgage (fundable)	204,200		1 2 .	66	1 "	1856	****	let Mortgage skg fund guar	2,205,00			. I mindisputa	1878	
Wallkill Valley (Erie):		-						1st Mortgage (Erie Canal)	743,65	4	1 66 66	**	1865	ì
1st Mortgage gold, tax free Ware River (Vt. Cen.):	· 20,000pm	7	* April	& Oc	New York	1910		1st Mortgage skg fund guar 1st Mortgage (Wy. Val. Can.). 1st Mortgage (Erie Canal) Interest Bonde (Erie Canal) 18	161,96	0		46	1873	j
1st Mortgage gold, for \$750 000	462,000					1890	-	Schuyikili Navigation(Pn. & Rd		7	March & Sept	Philadelphia	82-19	å
lst Mortgage gold, for \$750,000 Warren (D. 1. & W.):	102,000	10	* June	ar De	New York	1000		1st Mortgage				. "	1882	
1st Mortgage, guaranteed	511,400	7	Feb.	& Au	New York	1875		Plain Bonds	85,22	2 (	3 4 4	"	1876	
2d Mortgage, guaranteed Warren & Franklin(O.C.& AllF	750,000	7	May	& No		1900		Improvement bonds	302,50	0 (	May & Nov	. "	1870	
1st Mortgage, assumed.	580,000	1			t. Philadelphia	1882	82	Boat and Car Loan	756,45 628,10	0		44	1889	
1st Mortgage, assumed Warwick Valley (Erie):	300,000	1.	Thu	w 00	- Linaderpin	-	1	Coupon Bonds	1,079,00			. 44	1805	
1st Mortgage	85,000	7	April	& Oc	. New York	1880	****	Susquehanna (S. & Tide Water)		1			1004	
Washington and Ohio: 1st Mortgage gold, \$9,000,000						1891	1	1st Mortgage	227.00		Jan. & July	. Philadelphia	. 1894 1885	
1st Mortgage gold, \$9,000,000. Watertown & Rome (R.W. & C	.):	1 4	* April	& Oc	t. New York.	TOOT		2d Morigage. 3d Morigage stg Tide-Water (Susq. & Tide-W.);	700,00 874,00			London.	1878	
Sinking Fund Bonds	799,900	7	March	& Sep	t. New York	1880		Tide-Water (Susq. & Tide-W.):	912,00	1.			1000	
Westchester and Philadelphia:		1						18t-Mortgage	. W/, 51			Baltimore.	1894	
1st Mortgage	108,400	7				1873	108						1885	
Western of Alabama:	1,072,300	7 7	April	or Oc		1891	103	3d MortgageUnion:	437,00	0 6		1 6 6 6 6	1010	ĺ
1st Mortgage (Western R.R.)	600,000	8	April	& Oc	t. New York	1888		1st Mortgage	. 3,000,60	0 6	May & Nov	. Philadelphia	1883	ĺ
	R. 750 000	8		66	66 66	1881		West Branch and Susquehanna		4	100		1	
ist Mortgage (M.& W.Point R 2d Mortgage (consols guar.) Income Mortgage	1,146,000			AL.	65 65	1900		1st Mortgage			Apl & Oc			

eccuring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (--) across the column signifies "nil," and running date (---) signify "not ascertained."

Land Grant Railroads are printed in "Halose," State-aid Railroads are distinguished by a "1," SHARE LIST, including Mileage, Lolling Stock, Debts, Income, Dividends, &c., &c. RAILROAD an exterior (")

Shares Value Market. 267,487 7 2.2 (41.234) 22,134 22,830 77,354 12,769 2.8 (Coperated by Mo bile and O bio.)
2.8 (Foreclosed and sold—No returns)
2.0 (Gree closed and sold—No part in use.)
2.0 (Conder construction—No part in use.)
2.0 (Coperation forms)
2.0 ( Dividends 358,988 Net 427,579 264, 427,579 264, 728,066 11, 84,677 Earnings. Juno 30, 11 1,044,668 1,925,428 1,106,883 31,470 Companie 8.) Gross. by Central of Georgia.)
41,790
4,501
31,
(Leased to Pennsylv snia.) 4.5 617,692 1,70,602 489,80 64.7 1,093,138 3,873,687 687,697 107,277 69.298 1, 1572.) 1, 1872.) 1, 1873. 1, 1972. 1, \$20,574 (Road c mplete M creb h, (Road c mplete M creb h, (No accessible ret urns sile 638,101 102,800 489 (No re turns oblastical) (No re turns oblastical) (No re turns oblastical) ined.) Freight. | Leased and oper, by Err, by 1 to Fall Bro 4,744,904 (Recently 293,103 Operations. (Recently to Filinois Opened to Washin Leased to Maine (No returns obta 3,944,103 Passengers 200 63.0 (Uper. b 19.1 20,032 65.2 454.6 7,851,264 30.0 449,975 103.5 836,437 296,019 451 522 Trains Moved 33.5 36.7 67.0 15.6 268.3 28.4 28.4 28.4 112.5 70.2 0.00 28 6 776.5 \$29,035 23,447,732 452,700 95,000 77,877 3,022,705 43,049 303,210 330,620 3,800 433,681 92,694 \*\*\*\*\*\* \*\*\*\*\*\* Surplus Income. 632,319 811,614 910,403 11,750 ..... 463,674 ...... Liabilltier. 916,000 7,461,000 1,071,655 an agre 5,000,000 150,000 Abstract of General Balance Sheet. 8,620,00 Bonds. 206,804 65,182 2,578 AAA 5,847,800 1,121,719 332,926 Stocks 1,489,574 2,077,043 16,182, 20,394 83,219 218,888 472,700 account 143,164 39,234 55,869 786,706 174,262 Accounts and Cash. 1,819,262 29,207 615,680 170,454 1,861 460,243 by B. & O., and 6,114,631 14,481,841 270,030 ....... ...... ........ coal &cc. . . . . . . . Lands. Assets Assula, enovia and Canastota. New York. 1838,000 \*\*

or Fayla and Minnesota. 10 vm. 3,144,000

or Rapids and Minnesota. 10 vm. 11,244,000

trial Br. Union Pacific R.R. Ranas 3,723,700 \*\*

trial of Georgia. 12,240,222 \*\*

fraid Orlio. 20,000,000 \*\*

trial of New Jerney. 16,728,628,689,1559 14, 141 of New Jerney. 16,728,628,628,1559 14, 141 of New Jerney. 16,728,628,639,1559 14, 141 of New Jerney. 16,728,638,1559 14, 141 of New Jerney. 10,728,108,109, 141 of New Jerney. 10,728,109, 141 of New Jerney. 22 869,752 537,420 and. Rolling Stock. Property Railrog' 1 Carbondale and Shawneetown. Illinois: 1 Carbondale and Shawneetown. Illinois: 3 Carbage, Waterth & Sack. Harbor. N.Y. 1 Carasauqua and Fogelsville. Penn. 5 Carawissa. Penn. 6 Carawissa. New York. 1 Carawissa. New York. 5 Caesnovia and Canastota. New York. 6 Caedar Falis and Minnesota. New York. 3, 100 Calar Falis and Minnesota. Comparate | Column | C Rolling Stock. Freight. 835 167 41 Cars. B. M. E. 1000 18544488 12 Pass. 0400808 2880 21 00:00 SE 5081 :0 ma o a a | 39 51.6 112.0 31.3 188.7 135.0 1 | | 88 720 10.0 70.0 16.0 214.0 210.0 81.0 50.0 progress. 2d Track and Sidings. 8.4.5 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 44.0 : Kailroad. 32.0 11.0 11.0 11.0 11.0 11.0 Branch Line 53.8 172.0 22.0 142.0 68.0 Mr ln Line. 96.0 Per Salan Sa

304,930 . 

84,463, 2,153,3001

		22.31	restora.	and the second	edistribusion dell'					
97	\$1.8 11.3 11.3 11.3 11.3 11.3 11.3 11.3 1	161 68	90 109 109 109 109 109 109	12 : : : : : : :		6888888	8 8	2222222	2222222	88
333333333	322222222	88333333	338888888	0   0   0		0 0 0 0 0 0	4         •	m     m		
12 12	3 2 2 2	706 706 272	823 2232 2232 2232 2232 2232 2232 2232	- 1 4 1 1	84,631 371,376 22,997 114,769 1,649,693 199,697	235,001 565,633 18,000 6,986 6,986	12,488 40,250 716	885,317 636,308 42,663 861,624	6,0823 8,338 0,167	20,78
,619,177 ,619,177 ,619,177	4,692,136 2,950,534 e.) ern.) 548,926	42,782 42,782 304,706 6,215,537 274,272	90,323 1,040,232 1,040,232 285,733 153,088 25,000 283,665	119,		91 19		8 8 6 8		ਲ <b>਼</b> ਰਵ
H 51	4 21 2 1 2	326,238 211,864 ana.) 800,702 3,866,076	246.304 080.647 170.338 56.537 548.942 025,000	725 392 turns.) (-) 45,208 557,639 28,530	6,822 1,612 8,685 11,421 12,715 11,903	72,962 returns.) returns.) 1,507,217 turns.)	161,468 1871.) 133,242 8,627	84,78 118,88 118	25,022 25,022 25,022 25,032 25	15 T
85,278, 7,569, B. & G. 11.)	402,161   11,402,161   No rep ort.)	326,238 211,864 ana.) 800,702 3,866,076	क्ष्य व	o re	176, 1,101, 118, 118, 441, 441, 8,361, 871,	72.) returns returns 1,507,2 turns.)		49549454	# 7 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-
25 - C. 6B	rep parent paren	96,322 96,322 239,206 1177,657	136,090 1,606,903 12,811 384,890 1, & Cheve	382,542 d—no ened.) 19,611 297,367	43,679 73,590 71,532,649 1,532,549 2,563,568 48,869	May 18 d-no d-no sq-no re entral.)	Central.) 51,446 August 20, 73,443 813 Ivanía.)	186,83 26,96 26,86 0 1671 1671 1671 1671	211,7 97,9 180,00 urral	oun and
7.02-20.1	11,402,161 d—No rep on-length 5,900,797 tion-ope 1. C. Prac.) K. City and a and Cin 826,238	n. and 18.22 16. de Judi 239,206 on.) 1177,657	H	9 6 9	43,678 73,530 to Little 1,632,64 2,563,56 48,86	Ce ee E	Central, August 73,4	17	- F815 4 50	9:3
N. Vol. 18 Vol	ros de la company de la compan	nd., Cl. 115,971 r.Rap i structi 515,611		876,542 ntly op recrtly Phila. 39,579	129,629 69,285 (Leaffed 96,781 234,108	(Opened ently opently	28,448 64,700 enne	12,38 12,38 112,38	250,72 184,75 165,79 retu	bg. n
715, Table 1 during 1	2,224,706 (New roas constructi r construct to St. L., to Mariell 700,110	to Ind., Ci 115,971 to Gr.Rap constructi	129,770 129,770 609,736 17,404 142,600 to Cin., Sa	150,020 876,542 ecently op e Recertly of to Phila. 39,579 302,804	- 6 .	S ## 43		2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	6 E E	0 3
-17 :00 0 -7:	(Under Cuder	442 442 442 835 835 ,835 ,327		297,350 (R. (R. 20,992 20,992	\$9,800 104,600 2,418,006	(R (R 763,135 (Leased	(Leased 71,136 131,635 5,897 (Leased	1,162,426 37,507 (N 240,660 504,154	713,767 345,782	966.8
(Leased (.63,359,977 (.0 pene (.0 pene (.0 pene (.0 pene (.0 pene	(Under (Under (Leased (Leased (Leased (Leased	7.27. Get 198	C - 18 C . C	-	9 0 0 0 1 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		3 2 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 01-000 0	10 8 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
754.0	36.6	38.0 132.1 42.0 191.0	76.3 225.0 586.7 18.0 89.3 119.6 41.0	24.04.04.04.04.04.04.04.04.04.04.04.04.04	81.8 81.8 81.8 81.8 11.6 11.6 11.6	3121989778	419141	INTER OF	\$ :00 Had	1101
46,956	13:18:1:181	149,119	286,119	217,102	26,682	383,699	16,901	3,731,197	882,40	41,74
446,956	1 0 1			1111	1 11:11	Iall			181:23:	5 83
360,392	724,299	98,298	282.126 217,797 184,863	127,699 132,300 28,580 67,856	154,000 40,891 266,173 12,906 3,776,123	230,979	14,247 55,000 562,326	244,901 ,832,061 874,476	40,000	98,824
100000000000000000000000000000000000000	2   7   3	31:11		1	000000000000000000000000000000000000000	0000 0000 0000 0000 0000 0000 0000 0000 0000	11	1 10 1	1 1 1 1 1 1	177,000
00000000000000000000000000000000000000	200,00 200,00 200,00 200,00 224,00 224,00	400,000 500,000 500,000 565,000 419,421 000,000	1,512,600 1,500,000 3,859,500 23,230,174 225,000 1,819,000 1,000,000	1,015,229 250,000 1,000,000 2,008,500 1,000,600 100,000	400,000,000,000,000,000,000,000,000,000	,500, 216, 1,470, 1,156	894,000 1,190,000 1,500,000	495,400 2,981,400 2,981,400 2,982,000	26,396,800 8,880,000 8,177,000 3,098,800 1,154,000 1,000,000	177
4244499	454 000 0	38888888 9 4 4968	200000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	276 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	000190000	88688	3040 030	200000000000000000000000000000000000000	0000
25000000000000000000000000000000000000	265,0 200,0 200,0 200,0 200,0 200,0 200,0 200,0 200,0 200,0	4,000,000,000,000,000,000,000,000,000,0	3,000, 1,000, 1,000, 1,000,	350, 2,126, 1,700, 1,500, 1,278, 1,278, 1,278,	82,460,000,000,000,000,000,000,000,000,000	3,000 1,000	486 486 1,174 1,076 1,076	3,100 4,262 3,107 8,107 8,107	1.8 2.8 2.8 2.8 2.8 3.8 4.8 4.8 4.8 4.8 4.8 4.8 4.8 4.8 4.8 4	422
3 :8       : : :	111:198:1112	81,613	386,437 L	176,744	1,851	as t	31,677 771,393 40,185	222,368 270,491 furnishe 48,207	63,683	
698,785	2,340 990		m	1 - 64	: : : : : :	N · · · · · · · · · · · · · · · · · · ·	21111	1144 . 6	1::::::	1 8
304,930		700	1,629 225 421,616 421,616 84,526	60,529	517,418 350,000 74,882 373,725 373,725	5,132,109 re-organi 351,673	645,249 10,484	138 971. 1,384,751 rmation 826,099	50,727	621,002
	1 64 : 1 : 1 1		7	6	::2	a : : £ : : :	E1 111	,509,1,1 into 1,1	1:::::	:11
156,000	*****	184,552	2,587,719		30,250 137,783 765,256	• • • • • • • • • • • • • • • • • • •	(No info	*218,809 No into	395,814	860.000
1 7	000100000000000000000000000000000000000	4 1 1 1	044646466	000000000000000000000000000000000000000	850 850 850 800 800 800	897,394 000,000 600,000 8386,000 813,150 673,528	825,000 000,000 320,000 766,470	264,800 1484,290 186,895 927,520 875,000 875,000	000000000000000000000000000000000000000	00000
889, 871, 871, 871, 871, 871, 871, 871, 871	7.000, 7.000, 7.000, 7.000, 7.000, 7.000, 7.000,	6,187,446 800,000 6,180,000 6,500,000 4,500,000 6,834,513	13,774,88 3,147,93 1,611.50 1,611.50 8,980,57 842,70 2,501,78	1,108 1,108	1,683 1,025 700 700 1,011 84 84 84	19,897 6,000 2,500 2,386 1,813 6,275 6,275	800 H H H H	5,97 5,98 5,98 5,98 5,98 5,98 5,98 5,98 5,98	9.2 1.0 4.8 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8	382
ire. Dois. 14 Oois. 34 Wwa. IIII.	MWo. 1	hio.		ont.	Md. enn hio. phio.	enn. Mex. owa. owa. igan. igan. igan.	aine. vare. owa. owa. ork. N. Y.	eun. eun. c Ga. setts. acky. iand.	N. Y. N. Y.	R. 1
Manual India	20 (Chicago and Jowa Lives Linuols, 200 (Chicago and Aichigan Lake Shore . Mich. 288 Chicago and Michigan Lake Shore . Mich. 200 (Chicago and Reducah	Indii	20044820	ampel ampel Verm achue pnect nnect	an. & Linect Innect Inn	Mich Mich Mich	Dela ew H	neyly enn. sachu Kent Mary Kent	Elimira, Jeferson and Ganandagua. N Elimira and Williamaport. Penn. * N Eric and Genesey, M. York & Eric and Louisville. New C Eric and Louisville. Pennayiv Ekir and Pittaburg. Pennayiv Ekuropean and North American * M.	Ind ence
New Hamps Pennsylve Illind Quincy Illi od Quincy Illi Tylncennes I Vincennes I ouisville . Indi Innesota I od & Minnesota I o	Wis. Wis. Iles. Iles. Iles. Iles. Iles.	velan	Ohio, Dhio, Iley	Kiv. Hangar.	Per	Col. Col.	N. Nourg.	Duxbury and Colonset  East Brandywine and Weynesb.  East Pennsylvanie  East Pennsylvanie  East Pennsylvanie  East Pennsylvanie  Eastern Kentucky  Mary  Krischen and Paducah  Krischen and Paducah	N. N. Per	rovid Per
Ne.	rasks Lake Ill., We Pacif	uncti wille gum gum	laute Ind. Dela g Val	nth.	high	West le indi	re- prest	Wa	Cananc port. I ereey, N lley Americ fordsvill	Haute & Ch en and Provi
and Dang and Dang I Mil	Neb South South of the Neb South of the	lon and string of the string of Chicken String of Chicken String of Chicken String of	hondr hondr and tsbur Cent	asseu Passu (y (ern.	Sus Ey. Walk walk n tern.	rand rand rand and and	Yorlaws lipies Cure Cure Cure Cure Cure Cure Cure Cure	hases and last the Ge	Elmira, Jefferson and Elmira and Williams Erie and Genesce Vall Erie and Louisville Erie and Pittaburg European and North European and North	e Ha
y	owa and Michigan Michia Michigan Michigan Michigan Michigan Michigan Michigan Michig	amiliand Manage	Mal. Co. Co. Co. Co. Co. Co. Co. Co. Co. Co	Port River Valle West	Vall Vall Nor Wich Unio	d Hole for Hole Rio G Valle Rive edale	New d Do	Vering Von	Will Will Will Will Will Will Will Will	Terr War
/alle nd A Burl Clint Dan neint	nnd lower lo	H Sp an an ar	de an Ce	and cut cut icut icut icut	fazle fazle gand and and	Fe, I. Poci Lines Ince Hill Hill Hill	er and voice and	and	and da Land Pi	vansville, Ten vansville, Ten all River, War ayette County
hire ter ago, ago, Du	Pago pago pago pago pago pago pago	and and finns finns finns finns	relan relan relan relan relan umbu	cord nect nect nect nect nect	nbers nobur, I nbur, I nbur, I yton yton yton	lawal lawal reer nyer nyer mover troit, troit	xter reest ver s buqu ibuq inkir	ixbury at Brat at Ten atern I	Elmira Elmira Erie ar Erie ar Erie ar Europa Evene	Evaneville, Terre Ha Evaneville, Terre Ha Fall River, Warren o
Obeshire	6666666666	5555555	00000000000000000000000000000000000000	55555555	PARABAGO PARABAGO	5 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	1111838	11 8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5		(1)       
4 4 00	6 6		ली लन	22 111 548 384 100 195	1 88 620 17 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	125 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	1111000		1 2 401	464   1
0   3   440		22   52   50   50   50   50   50   50		253 253 15	90 90 9 4   S	84458488 L 8	111140	834	5 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	-4
12 29 95 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5			04 9 9 8 9 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8 6 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	984084 8	F-1	101 40	23000	1 5 8 2 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	91-
		=	300.0	111111		274.0		199568990		01-1
13. 8.0 8.0 12.0 12.0 12.0			66.0 9.3 71.6 1.0 8.0	# 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	- "		944 949 99 99 99 99 99 99 99 99 99 99 99	-000 N 3 44		900
43.3	11.1 28.0 29.0	1 25.0	16.0 12.4 12.4 15.0 13.0	1 1 1 1 1 1		16.0	1111111	8 7 4	1	2000
53.6 50.0 60.0 73.0	17.0 80.0 81.3 881.3 67.0 67.0 67.0 88.0 67.0 88.0 67.0	2000 88.0 88.0 98.0 90.0 90.0	25.0 25.0 340.6 67.8 63.7 124.0 18.0 18.0	45.0 35.0 110.3 50.0 46.1 68.0	8 0 0 0 5 4 1 1 4 5 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	45.0 1115.0 106.0 76.0 248.5 63.0 65.0	28.83.44 28.83.44 28.64	3558348 <b>3</b>	2 - 4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	826
Eept. 30, 1871 Dec. 31, 1871 Dec. 33, 1871 Apr. 33, 1872 Mar. 31, 1871 Mar. 31, 1872 Mar. 31, 1872	8872 8872 8772 8772 11 272 12 272 12 272 12 272 13 272 14 272	12221222 12221222	8872 178 178 178 178 178 178 178 178 178 178	872 872 872 1871 1871	1871 1871 1871 1871 1872 1872	1871 1871 1871 1871 1871 1871	187 187 187 187 187 187 1781	Bept 30, 1871 Bept 30, 1871 Oxt. 31, 1871 Oct. 31, 1871 Jun. 30, 1871 Dec. 31, 1871 Dec. 31, 1871	May 31, 1877 Bept. 30, 1871 Dec. 21, 1871 Bept. 30, 1871 Dec. 31, 1871 Dec. 31, 1871	187
00 00 00 00 00 00 00	88888888888888888888888888888888888888	444,848,844 444,444 444,444	88.58.88.38		2828222	######################################		28822882		

La aries (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Raliroads are distinguished by a "y." and running dots (-...) signify "not ascert RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

			AMERICAN RAILROAD JOURNAL.
aning	or nares.	Market.	[ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
_	Sh.	Par.	* 00000000000000000000000000000000000
*	1	Dividends.	88 88 88 88 88 88 88 88 88 88 88 88 88
6		Net	27, 574 20, 106, 106 20, 106 21, 282 21, 282 22, 282 22, 282 22, 284 28, 284 284 284 284 284 284 284 284
Karning	-		
4		Gross.	## 68.69.00.00.00.00.00.00.00.00.00.00.00.00.00
_	-		: 무면 다 그는 4을 - 유류에 명 BP L @ 수축나다 을 나스크 쉬구나 말는 이
1		Freight.	222.132 222.132 222.132 222.132 222.132 232.13
4			P. Haran C.
Operations	,	Passen- gers.	1.240 1.240
O Pe	7	gora.	Number of the constitution
	-	Trains	4469 4469 4469 4469 4469 4469 4414
-	-	Moved.	22. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.
	R	ailroad	N   N   N   N   N   N   N   N   N   N
	1	erated.	
		Surplus Income.	92,555 608,633 88,156 904,977 203,767 114,643
		*	<u> </u>
	les.	Accounts.	27,2256 190,707 190,707 190,100 190,000 190,000 1,700 1,000 1,706,917 100,000 100,00
	Liebilities		
Sheek	Lá	Bonds.	### 1775   1900
Balance		-	04450504485060480606 5060480606 50604406060 506040406060 50606040606060 50606040606060 50606040606060 50606040606060 50606040606060 50606040606060 506060406060 506060406060 506060406060 506060406060 506060406060 506060406060 506060406060 506060406060 506060406060 506060406060 5060604060 5060604060 5060604060 5060604060 5060604060 5060604060 5060604060 5060604060 5060604060 5060604060 5060604060 5060604060 5060604060 5060604060 5060604060 5060604060 50606040040 50606040 50606040 50606040 50606040 50606040 50606040 50606040000000000
		Stocks.	20000000000000000000000000000000000000
General	-	Assert	1
		Accounts and Cash.	156,364 10,551 10,551 10,551 10,000 1,000
act c	-	1	
A betract of	Assets.	Assets.	1,40,022 88,286,286 46,286 2,522,038 46,286 1,466,236 1,684,143 16,076 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070 116,070
4	AB	2	
	bae y	Rolling Stock.	283,530 283,630 283,630 87,600 69,100 47,000 625,000
,	Property		1
	Pro	Railroad.	28 28 28 28 28 28 28 28 28 28 28 28 28 2
	_		]
100			First and Pere Marauette
			First and Pere Margatle
		.5	Anto oo o
		Companier,	A sund Glove & Segurance & Seg
		duio	the part of the pa
		ð	Per
			and defined and de
			itint and Perv Intakhiga and Perv Intakhiga and Perv Intakhigana Pervarant Experimental Annual Trunk States and Pervarant Experimental
OCK.	1.	Freight.	100   100
10 5	Cars.	-B. M. E.	
rolling brock	-	Pass, Engines,	State   Stat
7		ailroad in	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
_		progress,	
ad.		Track and Sidings,	28. 29. 29. 29. 29. 29. 29. 29. 29. 29. 29
Kaliroad	B	ranch Line,	2247.0 1011.8 101.6 101.
4	1	Main Line.	11110000000000000000000000000000000000
		0.4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
		Y carrs ending	Does a supplementation of the supplementation
		THE	Doc. British Broker B

:::::::::::::::::::::::::::::::::::::::	i im i im								10.00		ALC:												
200200220	000000	3888	20000	8288	8888	888	888	388	88	188	888	888	888	888	888	388	3888	3889	888	888	300	3 2 2 2	200
2 0 2 0 2 0	00 40	9 89 00 110	19 9	1111	φ       φ φ	Ш	- 0				• 1	III	III			-11	-2	12	-   00	:0		-	0
56,6 147,00 1,828,6 517,9	12,7 261,8 1,064,8	29,66	286,84	27,29	218,43	206,74	28,82 27,883,	86,9	144,18	840,84		loss. 227,11	268,900	22,74 150,12	845,28	11,24	102,416 396,445	267,54	52,550	(0)	150,616	166,005	01,085
7,722 0,540	8,002 0,661 1ton 6,426 3 007	Well.	, 921 3,436	12.) 968.	3 4 2	52.	\$ 7 E	9	128	686,		80	885	935	200	807	138	1622	418	hicag	300	255	92
hica 5 p.c 5,29 5,29 1,77 ion.)	88 nd A B 84.16 84	d Lo	H. 67	4.0 1,690 1.0 18	1,41 1,41	12, 12 924 6.)	Centro 6,313	idlan (		39	ed.)	1,269 486 rns.)	rna.)	.0. 108.00	turns.	8	444,	112	98	o pur	546,	dland 403,	1,000
V.& C. 0.at 4 (0.at 4) (0.at 4) (13,748) (15,635) (15,635)	23,831 ago a 09,187 35,711	on an struct ch.)	Sma 14,902 oncor	28,395 niles taine	age.	A pril	lgmn 8,313	II,780 M		100	見る	retu	n.)	0 : :	No re	n.)	6,558	3,247	0,096 0,096	yne	9,04	M 818	200
of M.	Chic	Bost	red S S	Clan 100 a	-No	Com	Mich.	O	Pen	i z	St. P	NA.	in the	9	Ped - Se	matic	ลล	18.	Ohio 13	L. Wa	on v	Oswe	
Pittab Pacific 106,01 667,27 Unde Pilla, 4	44,42 146,97 166,42	Umde Ummi	t repo	69,75 969,75 pleted	onn. pened 13,017	-ope 110,189	74.35	51.596 X.4	00 40 00 40 00 40	10,03 pened	retur	pened	finfor	48,778	mplet Y.&	infor	94,297	84,121	alt. &	tte,F	55,023	Y. & 34.921	00,110
23 2 P		To G		S 20	32	to dr	OWD.	h 3	A.	93	N C	, o	Ž	0 p	PS.	38		2	33	3	5	3	
Lease 376,8 Lease Lease Recen	48,4 748,7 859,7	(Lensed	984,68	VIII b	Recen 801,66 852,63	No re	W.Di	21,36 21,36 6 19 86	278,6 Secon	694,93 secon	Der.	245,02 Secon	recen	Opera 100,73	Secen Secen	15,207	299,98	217,45	eased 128,37	eased	40,26	eased 57,021	0,40,40
21.5	24.6 158.0 172.7 172.7	10.08	4004	83.8 83.8 64.0	82.6 82.6 82.6 82.6 82.6	80.7	20.00 14.8 3,	2 2 2	0.09	6.00	88.6	0000	63.0	0.70	100	800.0	20.20	72.5	1000	14.9 (I	20.0	10.00	0.00
8   :	11128	636	1 :58	IIII		111	118	1881	23	0110	П	111	111	111	811	III	1218	3 6	1 98	111	115	1118	388
16	289	102,	123				800	24,	618,23	1,781,8					1,770,6		126,71	286,29	162,68		61,537	1 8	68,4
408,367 645,142 686	150,866 180,000 ,523,496 ,821,357	11,164	5,297	3 426 428 428	469,855	000,9	424,000	9,691		630,009		68	111	8 1 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	9,116	3,786	64,325	28,913	30,083	2,000	249,868		000,000
888888888	30 00 00 00 00 00 00 00 00 00 00 00 00 0	: 1	888	8488	3823	881	3 3	2183	8 :	8 8	82	8 220	188	200	* G O		2,66	3 8 8	8 8	900	1 28	1	0001
8,500,0 40,0 1,564,0 771,5	4500 4500 4500 675 675 675 675 675 675 675 675 675 675	66,700	150,0	8 4 3 8 5 4 5 6	2007 2007 4	0,000	<b>జ్ఞోజ్ఞ</b> కోక్షజ్ఞ	68,5	120	161,8 000p	320,00	196,54 800,00	491,00	564,38 711,00 2,596,5	800 900 900 900 900	650,00	964,00	112,50	800,00 171,50	98,30	600,00 600,00 600,00	870 870 870 870 870 870 870 870 870 870	00,000
000000000000000000000000000000000000000	30833	3838	6888	8888	9 : 5	280	000:00	0000	282	82 900 12 12 12 13 13 13 13 13 13 13 13 13 13 13 13 13	200	407	0000	800 800 800	000 000 000 000 000	316	00000	000	000	900	9000	4.94	600
6,000 6,000 1,000 1,000 1,000 1,000 1,000	8,878 8,878 8,878	1,168	8,500 1,000	288.4	5,312	1,074	800,	3,4,4	18.0	5049	1,200,	828,	1,500 12,045 5,950	2,278,3	4.88 197,00	150,	3,698, 1,896,	1,611, 1,872,	000	163,	2,000,	900	, 300, 1, 300, 1, 300,
354,207	19,294 181,948 296,979	17,342	74,362 74,730	3	Loui		7,187	6,063	46,654	1,501,579				9,240	, i		6,166	1130	71,261		263,632	11:8	3
1 90		181	84	2000	96. 0.		53.1,60							188	6		22	11 e and	:			110	
6,790,07	86,323 281,969 5,424,969	115,500	200,9	12,72	1,157,0 nd op		814,2	1,297	143,596	1,889,99				14,466	8,23	58,3	135,7	137,61	23,008		hed.)	106,00	290,62
\$587,550 728,925	80,579				ned a			1084	244,400			88		624,590		İ	113,406	o.d to I		1	Cnfini sh	11-	
000 30 30 30 30 30 30 30 30 30 30 30 30	8 1 2 2 2 2	8838	3888	32:0	6	23	2 2	2526	200	301	-00	18	500	200	005	1:0	11.8	(Bo.c	11.	*	563	***	
1100,0 111,5 111,5 1,416,1 115,6	947,8 735,9 728,7 864,3	363,6 4,057,4 600,0	3648 3648	215 2600 24 26 26 26 26 26 26 26 26 26 26 26 26 26	763,5	574,2	106,59	250 114 150 150 150 150 150 150 150 150 150 150	9000	5.00	540,00	00,009	900,00	838,00 109,71	352,55	064,95	741,87 196,25	041,46	00,00	245,98 730,24	00,00	00,000	20,33
Bass Bass Bass Bass Bass Bass Bass Bass	Mo.		gria 2 gria 2 gria 2 mne. 11	hio. 23	4 7 4 8	886. 3 69.	E : 2	를 를 된다. 	44	844 8,4°	999	4 4 6 0	8 B. C. L. 24, 21	व व व	y es	선명본	88. 90. 90.	व भे	8 O. 1.	9 6 6	संसंह	222	474
Bylva Kan Bylva O Arkan Bylva India	Can Sw Y	chuse Ind.&	9000 A	NOO P	entuc entuc	rkan nnes	r Hand	Itohic X	open of	scon	scone	& Tel	Mo. & K. O. & K. O. & K. O. & K. O. O. & K. O.	laban laban	Han Jerse	M You	& Ma	nd A n. & K	Na Na	Con	K Con	Jerse	C Nac
Lawrence of the control of the contr	4 London and Port Stanley. Con 47 Long Island Missouri River. Loudisans and Missouri River. 28 Louisville, Cincinnati and Lexington. 28 Louisville and Nashville.	Massa Massa St.L. J	Macon and Augusta	Mansfleid and Framingham	Mis	New	N do	A S	5 2	Milmankee and St. Paul	W	Mississippi Central	Gulf.	Trun	tobile and Ohio. Ala, Miss., Tenu. Ionadnack	Ne Ne	Morris and Esser New J. Nashus and Lowell N. Hamp. & Nashville and Chattanooga T Tenn	Ten.	ewark and New YorkNew Jewark, Somerset and Straitsville.  Taunton	4	New Haven and Derby.  N. Hav. Middlet'n & Williamantle.  New Haven and Northamp.Conn. &	New New New	London NorthernCoun. and rieans, Jack. and Gt. North.T.L. Mobile and TexasAls. &
A Second	ri Ri and lie.	y &.	ance.	ghan Li	Tenn	ock	D.	fond		L L	III Ha	wes.	lexas	rand	Mass	a.	N H	tern	Strail	Valle	Zilliar mp.C	ersey MidlandNeversey RouthernNev	L No
hison wren Ft. S	Star issou nnati	Albar	wick ern.	cinna cinna sburg	xingt arles	tle R	o (E.	Laun Craw	la s	orthe orthe	orth	and and	and N	ma G	Ala,	Enfal rt Je	II.	thwe	Taur	aver C	& W	nd.	hern and G
and yikill	Port North	Law Yew	Augu Brun West ral T	Pet De	A Popular	Book of	r Lin	and and	Cana	nd B	d Bel	Dentr nd T	Wa al	Alaba wrard Mont	hao	and and Po	Lower	Nor	New and	d Be	and J flet'n ind N	Midla	Nor and
World Val	and sland	le, I	and and Sent	a and a	ippi le an	989	O V	oro,	Par	Ree a	Poir par	ida	NA W	bad 6	nd O	nery lo an	and E	e and ck	Son	naan le an	Mide	sey.	ne. J.
aver saver saver tile tile tile tile	ng I nuisis	well well uisv	Macon Macon Maine Manch	riett riett ryla	yevi	S P P P	rring chiga	diet	land land	Wau	Deral	sissi sissi	nos	bille a	nile a nadn ntela	ntgon ntgon	hua hvill	hvill hvill igatu	vark vark v Be	Cast	Ha Ha	Jen	Lesa V.
\$2 \$2     <del>2</del>	42   E E E	3333	KKKKE	WWW.	KKKK	KKK	N W	REE	REE	KKE				Nego Nego	Mod	NKO KKO	NN	165 Nash 112 Nash 261 Naug	Ne	New	NN S	NS	ZZZ
1 21 00 C. W.	44   100   41   100   10	9   1	6 261 6 261 35 838	12861	1	2	30.0		100	300	13	183	838 440	312 M	-	-			1	112	223	-	920
	-03   243	9   -	133:	1808	484	40	24 : 58	1-04	00	8 0	100	438	0 Z Z	43	:   0	1-1	188	00 14	112	110	2000	8 10	90:
48533	3 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	3 04	433	1844	100	122	64 : 85	<b>4</b> -1	24	156 108	4	274	*44	316	9110	14	1 0 00	332			1000	861	33:
148.0	215.0	106.0	1111	1810	1111	51.8	136.0	111	200.0	80.0	16.6	362.0	129.0	161.0	18.3	111	111	111	111	111	21.0	III	110
20.00 20.00	2.5.24 2.0.20 2.0.00 3.4.00	02020	99200	61 3	2000	10.7		22:	400	20.0	800		8.028	6.5	6.04	6657	1880	50.4	2000	0.00	13.0	18.00	11.6
3.0	77.6	1111	3.6	-	190	111	111	111	1 330	10101	8 00	111	111	1	1 6.6	111	22013	111	113	211	161	17.6	111
82.5 82.6 82.6 83.6 83.6 83.6 83.6 83.6 83.6 83.6 83	94.0 94.0 94.0 94.0 94.0 94.0	12.4		\$5.55 0x.00	1	180.3	27.0	8.0	98.0	917.0	33.0	0.00	62.0 463.0 161.0	87.0 178.8				172.5 67.0 67.0	0.10	0.004	13.3 23.0 83.9 1	83.0 68.0 1	0.00
	THOUSE T	FEEE	<u> </u>	EEEE	PEEE	FFF	871	12 E E E E	- FEE	365	222	2127	200	220				Sept. 30, 1871 12 Jun. 30, 1871 17 Dec. 31, 1871 6	125	255		The second	525
Dec. 31, 1873 Dec. 31, 1873 Nov. 39, 1871 Dec. 31, 1871	Mar. 31, 187 Dec. 31, 187 Mar. 31, 187 Jun. 30, 187 Jun. 30, 187	200 20 20 20 20 20 20 20 20 20 20 20 20	Mar. 31, 15 Dec. 31, 18 Nov. 30, 18 Dec. 31, 18 Mar. 31, 18	00 00 00 00			-																

7

# assertat (\*) occurring in the column headed "Boiling Sook" significe that the cost thereof is included, in that headed "Railroad" A data (\*-) screes the column signifies "nil," and running dets (....) signify "not in "Railroad are printed in "Railroad are printed in "Railroad are distinguished by a "1," RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Value Dividends Nat Barnings. pany.)
urne.)
749,117
814,267
1,027,699
48,986
8,197,163
1,675,008 2640.288 195,556 (Operatied by Pariifo of Mo. at 25 p. c.) (Leased for Rome) Watertown & Coden 105,056 185,707 Gross 47.6 (Construction in progree 14.5 (Leased to Erie, ) 12.0 (Leased to Erie, ) 67.3 (Leased to Erie, ) 67.3 (Leased to Erie, ) 67.3 (Leased to Tol. Wale, and Wester 22.0 (Leased to Tol. Wale, and Wester 12.0 (Leased to New J. racy Souther 118.0 (Recently or ened 699.0 11.904.317 4,099.385 6,575,622.18 94.609.337 6,110 April 17, 1 Carried one mile. Freight. Operations. to Rome, V 186,707 (Opened 669,200 Passen-gers. 40,208 2,428,696 760,466 090,662 27.5 52.5 51.3 56.0 Railroad Operated. 386,725 1,377,592 784,387 548,254 ds and c ash.) 486,956 Burplus Income. 164,729 3,060,505 425,000 100,000 415,008 3,247 70,458 127,420 36,542 ..... Liabilities. 21,408,200 4 8 13,663,000 1 600,500 658,413 1,161,604 2,998,177 \$00,000 \$0,000 1,076,000 375,000 2,000,000 2,300,000 100,000 258,500 1,500,000 1,071,000 Abstract of General Balance Sheet. Stocks. 446,515 10,997,9 1,675,553,3,228,675,15. 63,763 150,476 381,036 128,950 7,458,101 39,452,616 16,009,353 12,564 Accounts and Cash ....... 51 6,510,826 21,187,503 500 \$329,020 \$20,077,202 13,131 1448,971 278,002 120,523 83,196 1,699,731 800,000 3,637,50 87,758 ....... Property and Assets. Assets. 6.815,643 1,166,187 136 5.465,409 620,631 1,008,331 59,000 1,550,422 177,744 401,998 Rolling Stock. | New York and Malones. New York | 1,0509.729 | 1,056 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 | 1,050 Bailroad. 640 297 129 11988 F 23 8 2,435 F 11 2 1,089 F 4 16° P 8 106 F 8 106 F 18 2,517 F 11836 J 11836 J Rolling Stock. Freight. Cars. B. M. E. 82.484 E000000004 72 11 8 126 24 343 61 30 80 423 Railroad in 41.0 87.0 16.0 64.0 64.0 66.0 66.0 60.0 25.4 18.0 21.0 progress. Track and Sidings. Railroad. 15.9 Branch Line, 1871 47.6
1871 12.0
1871 12.0
1871 12.0
1871 12.0
1871 12.0
1871 12.0
1871 12.0
1871 12.0
1871 12.0
1871 12.0
1871 12.0
1871 12.0
1871 12.0
1871 12.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0
1871 13.0 1871 118.0 1871 10.0 1871 34.0 1871 36.5 1871 28.0 1871 28.0 1871 28.0 1871 28.0 1871 28.0 1871 28.0 1872 283.5 Park Annual Control of the Control o

AMERICAN RAILROAD JO	OURNAL.
8 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8 L
000000000000000000000000000000000000000	8   1   1   0   0   0   0   0   0   0   0
2000, 813 mm of the control of the c	224,077 135,48
28.9.218 28.	200,117 200,000,000,000,000,000,000,000,000,000
266 259 219 386 229 386 219 386 229 386 219 386 229 386 386 386 386 386 386 386 386 386 386	170,816 10,376 1
	170, 48 b 170, 4
1,398,891   645, 28, 394   645, 28, 394   645, 324, 324, 324, 324, 324, 324, 324, 324	25 19 19 19 19 19 19 19 19 19 19 19 19 19
454, 672 [13]  154, 692 [13]  211,872  211,872  211,872  451,768  181,709	58,800 58,800 54,706 54,706 56,298 56,298 56,39 56,
46.3 (54.972) T 54.63 (	88.1 10.2 10.2 10.2 10.2 10.2 10.2 10.3
4	214,194 88,202 115,968 137,617 82,206
	213,767 78,187 814,344 800,08 11,83 11,63
11.886 414 88 19 1 18 1 18 1 18 1 18 1 18 1 18	851,600  2,225,000  1,201,400  1,201,400  1,1197,300  3,105,000  2,500,000  2,500,000  2,500,000  2,500,000  1,500,000  2,500,000  1
8 11-16   8   1 : 1 : 1 : 1 : 1 : 1 : 1 : 1 : 1 : 1	2020 600000 60000 60000 60000 60000 60000 60000 60000 60000 600000 60000 60000 60000 60000 60000 60000 60000 60000 600000 60000 60000 60000 60000 60000 60000 60000 60000 600000 60000
000,000 000,00	9:00:00:00:00:00:00:00:00:00:00:00:00:00
121,4895 2,000 122,0492 1,500 1892,055 4,100 1892,055 4,100 1892,055 4,100 1892,050 1892,0	26,448 14,004 26,448 28 103,009 gla.) 11,2,320 66 223,646 579 135,696 580 131,967
28, 708 61,570 1,5	8,328,170 224,674 277,198 e of Georgia 1,270,666 82,892 23,892 119,92 23,892 258,679
220,583 9 1,8 1,6 1,6 1,6 1,6 1,6 1,6 1,6 1,6	222,554
25. 25. 25. 25. 25. 25. 25. 25. 25. 25.	25.50 25
10   10   10   10   10   10   10   10	York. 28 York. 29 York. 29 York. 29 York. 20 Yor
& Mass Carolina Y. Y. & V Y. & V Y. & W Y. & W Y. & W Y. & W Y. Youn W. Y. Youn W. Y. Youn W. Y. Youn W. Y. Y. Y W. Y. Y W. Y W. Y. Y W. Y W.	New New New New New New J. New N. New N.
North Line.  North Line.  North Nort	Susq. New J. Susq.
orceste nu f Air makes Air makes Air makes and trerbur messee als nu a de constant and const	(Centra sales of Sanas and Elegand Parish Elegand Inc. Charles of Charles of Charles on Charles and Weight Sanas and Charles on Char
and W  d Control  d Control  d Control  d Control  and Freder  and Peanal  Alton  and D  Alton  d Control  d C	The property of the property o
didence digh and digh and digh and himond, him	United United United United United United Vermo
25   12   12   12   12   12   12   12	120 120 120 120 120 120 120 120 120 120
040117940 1-1501 :041 1110 44 001 :4. 40501000 000000000000000000000000000000	1-387-21 818.0   1-588.2   8418.2   124.2   1   1   1   1   1   1   1   1   1
**************************************	30 g   2 g g   1   4 a
25.6.6.6.6.6.6.6.6.6.6.6.6.6.6.6.6.6.6.6	20000000000000000000000000000000000000
8499153484848 98 98 1 1 1 1 400g	11213318111118183133134
Bert. 30, 1871 43.4 B 34. B 34. B 34. B 34. B 37. B 37	140.0   140.
11   43   43	Beet, 30, 1871 1871 1871 1871 1871 1871 1871 187
2.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5.5	Doe. 31 Doe. 32 Doe. 31 Doe. 32 Doe. 33 Doe. 33 Doe. 34 Doe. 34 Doe. 35 Doe. 3
Nasy Nasy Nasy Nasy Nasy Nasy Nasy Nasy	

	WHOLESALE PRICE CURRENT.	Now York						New York St				
	1RON-DUTT: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plats, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 87 per ton; Polished Sheet, 2 cents per lb.; Galvan-	Actual Sale Price	2 for th 1.27. F.2					Actual Sale Prices	for the we 7. F.28.8c			SECTION SECTION
	Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvan-	Boston, Hart. & Eris & Uanton Co	1 108	8	8	88	81	U. S. 5s, 1874, reg				W.5
	ized, 24; Scrap Cast, \$6; Scrap Wrought, \$8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than \$5	Central Pacific 6s10 Central of N. Jersey10	4 104	104	104	****	1081					
	per cent. ad val.  Pig, Scotch—Coltnessper ton 61 — @ 62 —	Chicago & Alton11	0		110		****	U. S. 5s, 10-40s, reg U. S. 5s, 10-40s, coup114			. 1112	1104
	Gartsherrie	1 M				****	****	U. S. 5s, 1881, reg U. S. 5s, 1881, coup113	****			
		Inc. bds				****	****	U. S. 6s, 1881, reg116 U. S. 6s, 1881, coup	116 1		116	
	Pig, American, No. 1	Chicago, Burl. & Q 8s, 1883			****	****	1114	U. S. 68, 5-208, reg. 62 U. S. 68, 5-208, c. 1862	****			
	Bar, Refined, English and American110-@	Ohic. & Northwestern . 8	8 4		81 881	- 82 894	814 894	U. S. 6s, 5-20s, reg. '64	1	154		
	Bar, Swedes, assorted sizes(gold).120-@130-	let M	. 98					U. S. 6s, 5-20s, reg. '65 U. S. 6s, 5-20s, c. 1865.116 U. S. 6s, 5-20s, r. n. '65	116 1 116 1			
	Bar, Sweder, 11 x 4 4 1 1 x 1 to 14 1 q. 1 to	Chic., Rock Isl. & Pac. 11			*****	113	904	U. S. 6s, 5-20s, r. n. '65 U. S. 6s, 5-20s, c. n '65.114s	1141 1	114	1 114	
	bx to 1 & 1 to 2 sq. 6 to 12 x 8 & 1	Chi., R. I. & Pa. 7e, 1896.10 Clev., Col., C. and Ind	2	504	****		102	U. S. 6s. 5-20s, reg. '67,1143	1144 .	144 114		
	Bar, Refined, 14 to 6 by 4 & 5-16 in	Clev.& Pittsburg guar. A	08 85	894	894	90	89	U. S. 6s, 5-20s, c. 1867.1164 U. S. 6s, 5-20s, reg. '68		161 116	116	116
	Bar, Refined, 14 to 6 by 4 & 5-16 in	2 M			****	****	****	U. S. 6s, 5-20s, c. '68116; U. S. 6s, Pac.RR issue.114;		16 116		
	Beroll	Clev. and Toledo	. 80		****	****	****			-		
	Band, 1 to 6 in. by 3-16 to No. 12	Col., Chi., & Ind. C 4	40	404	381	88	40)	Philadelphia 8 Actual Sale Prices f				4
	PLOCE 102-16 inch	1 M 78	. 91		A 100 A 100 A	73	914	W 96	Th 97 E	00 844	1. M.3.	Tu.4
	Hoop, § by No. 22 to 1 & 1§ by 12 & 14130 — @172 50 Nail Rod	Del. & Hudson Canal 12 Del. Lack. & Western 102	1	. 122	123 1001	123	122 101	Catawissa preferred 444 Camden and Amboy				-
	Sheet, Single D. and T. Common 616 - 71 Sheet, Doubles and Trebles, Charcoal 716 - 81	1 M. 78 2 M 78	1		****	****	****	68, 1883	****	98		
	Sheet, Galvanized	Erie Railway 65	7 66	647	z 62§	644	65	0s, 1889 mort. ds, '89	**** *	7 97		
18	Rails, English(gold)per ton. 70 — @ 71 — Rails, American, at Works in Pennae'y. 80 — @ 82 —	pref 78	79		****	****	****	Elmira & Williamsport	**** **			
	Anvile, (Eagle)per lb currency. — 9 @ —— BTREL—DUTY: Bars and Ingots, valued at 7 cents per	2 M. 7s, 1879 3 M. 7s, 1883			****	****	100	Lehigh Navigation 38		*** ***		
	lb. or under, 24 cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 34 cents per lb., and 10 per	6 M. 78, 1880		974		941	941	6s, 1884	**** *	38		
	cent. ad val., all less 10 per cent. (Store prices.)	Great Western 2d mort	. 89	89	****	89		Gold L 914				****
	English, Cast (2d and 1st quality)per lb. — 18 @ — 22 English Spring (2d and 1st quality) — 94@ — 104	Hannibal & St. Joseph. 45	# 47	451	64	45å 64		Lehigh Valley R. R 61	60%	60	1 61	100
		8s. conv. 93	1.8		8912	89#	894	6s new reg.		95	-	
	English Blister (2d and 1st quanty)	Hudson River 2 M. S. F				****	****	78	****		. 46	••••
	American, Cast, Tool	filinois Central	. 120	1221	****	123	1224	Minehill	53			****
	American Machinery	Lake Shore & Mich. S'th. 92	07 Q91	921	91	93	937	North Pennsylvania				
	NAILE-Dutt: Cut, 14; Wrought, 24; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow	Lake Shore Div. bonds Marietta & Cin. 1st pref. 26		****	****	****	****	6s, 1880 96ģ	**** **	61 96		961
	Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.	Michigan Central			108	108	****	Northern Central		2 41		
	10d. to 6d. Commonper keg. —— @ 5 25 8d. and 9d. " —— @ 5 75 6d. and 7d. " —— @ 6 75	M. S. and N. I. 1 M. S. F	103		104	****	***	Oil Creek & Alleg. Riv. 84	84		. 334	
	6d. and 7d. "	Mariposa Mining Co		****	994	****		Pennsylvania R. R 60		01 60	004	
	6d. and 7d. " — @ 6 75 4d. and 5d. " — @ 6 75 Out, 2d and 3d. Fine. — @ 6 75 Out, 2d and 3d. Fine. — @ 7 50 4d. and 44d. Sugar Box. — @ 6 Cut Spikes, all sizes. — — @ 5 50 Horse Shoe, Forged (No. 10 to 5)per lb. — 21 @ — 33 Copper — — 9 — 45	Milw. and St. Paul 63	4		524	53	1 581	1st M	**** **		. 99	
	4d. and 44d. Sugar Box	pref 73	73	731	73	73		Gen. mort 91				954
	Horse Shoe, Forged (No. 10 to 5)per lb 21 @ - 83	2d mort			****	****		Penn. State. 6s.1st series 6s, 2d series	**** **		Non.	****
	Yellow Metal Sheathing and Slating 27 @ - 30	7 3-10s con 7s, gold				****		Philadelphia City, 6s	96 9	61 96	1	961
	TIN-DUTY: Pig, Bars and Block, FREE; Plate and Shoots and Terne Plates, 15 per cent. ad val.	Missouri 6s		941	94	94	941	Philad., Germ. & Nor			101	1007
	Banca(gold).per lb. — — @ — 374 Straits(gold). — 81 @ — 82	Morris and Essex 91	91	911	****	901	91	Phila. & Reading 57] Philadelphia and Erie	571 5	71 57	674	574
	Plates Fair to good brands Gold - Clurency -	N. Y. Cen. & Hud. Riv. 102		****	7078	97	****	. 68	9	14 91		****
	I. C. Charcoalper box.11 874@12 - 14 - @ 14 25 I. C. Coke10 50 @10 75 12 50 @ 12 75	7s, S.F.1876.102	****	102	****	102	1031	Phila., Wilm. & Balt Schuylkill Navigation		7		****
	Coke Terne 8 75 @ 9 75 10 50 @ 11 50	68, S.F. 1883 68, S.F. 1887 91	91		****	****	244	pref 6s, 1882	744 7			744
	Charcoal Terne10 50 @10 — 12 50 @ 13 — PETROLEUM—Dury: Crude, 20 cents; Refined 40 cents	N. York and Harlem127 pref			128	128	128	6e, 1876 6s, 1872	**** **			78
1	per gallon.	N. York, N. Hav. & Hart			****	****		United Co. of N. Jersey.122 Hestonville, (Horse)	121 12	1 121		
	Crude, 40	N. Carolina 6s, old		****	****	****		Chestnut & Wal	**** **			****
	Refined, S. W. (in jobbing lots)	Ohio and Miss 45	4 46	457	444	45	45	2d and 3d streets Spruce and Pine	**** **			****
	Napths, Refined, (65 @ 73 gravity) 18 69 14	Pacific Mail S. S. Co 61	571	671	511	541	551	13th and 15th sts				****
	Residuumper gall. — 11438 — — COPPER—Dutr: Pig, Bar and Ingot, 5; Old Copper,	Panama 107 Pitts., Ft. W. & Chi. gid	1 108	109	113	113	939	Baltimore Sto	ok Eve	hane	33	
	4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.  All Cash.	1 M104		104	1041	****	***	Actual Sale Prices fo		-		4.
	Copper, New Sheathing, (over 12 cz.) per lb.—— @— 43 Copper, Bolts— @— 45	Quicksilver Mining Co		****		44		Baltimore City 6s, 1875	Th.27. F.	- 00		
	Copper, Braziers' (over 16 oz.) @- 45	St. L., Alton & T. H						1886 994		99		****
1	Copper, Nails ————————————————————————————————————	i M100	****		100	****	****	1884	**** **	* V		984
	Copper, American Ingot	Income bds			907	601	01	Balt and Ohio165				974
	LEAD-DUTY: Pig, \$2 per 100 lb.; old Lead, 14 cents per lb.; Pipe and Sheet, 2 cents per lb.—all less 10 p. ct.	Tennessee 6s, old 80 new 80 Tol., Wab. & Western 78		81	80% 80%	801	81	1880	**** **		****	974
	Spanish	pref		****	72	731	72%	Marietta & Cin. 1st M 98]	987		984	984
	Dar	. 1 M 95			951		954	2d M				401
	Sheet	St. Lou. Div	. 90	90	90	90		Northern Centralbonds, 1885. 93		34		404
	COAL-DUTY: Bituminous, 75 cts. per ton of 28 bushels	Union Pacific 84	86	86	861	851	854 864	Pittsb. & Connellsv. 7s. 94	9		60.8	****
1	80 lb. to the bushel; Anthracite, Fran; other, 40 cents per 28 bushels of 80 lb. to the bushel.	L. Gt. 7s 77	1 76	77	724#	77%	771	N. W. Va. 1st mort 2d mort	**** **			****
	Newcastle Casper ton of 2240 lb. nominal. Liverpool Gas Cannel——————————————————————————————	Virgiria 6s, old		****	****			Virginia &, Consol			****	
-	Anthracite (by entgo) per ton of 2,000 lb. 5 - @ 6 -	consol def. cert				551	****	City Passenger R R	15		7	A Comment
								All he like				

	loston S	tock	EEX	chan	ge.		
Actua	d Sale Pri	ces fe	r the a	veek en	ding .	Mar. 5	
	M White a	Th.27	7. F 28.	Bat.1.	M 3.	Tu.4.	W.5
Boston and Al	lbany	1481	1481	1484	148	148	
Boston and Lo	owell			****			137
Boston and Ma	aine	122	1214	121	120	1154	118
Boston and P	rovidence.	150		150	150		****
Boston, Hartfe			****	****	****	****	****
Chashine mad	new	38	88	381	394	40	894
Chi., Burl. &	Onlan		1118	****	1118	1111	iiii
Concord	Quincy	rrrs	1114	1111	1111	1111	
Connecticut R	ivor		****	****	137	****	137
Eastern		1001	106	106	106	106	101
Fitchburg		1001	131	131	1304	200	131
Manchester &	Lawr'ce.		101		2004		
Michigan Cen	tral	108	1071	108	108		108
Northern, N.	н		1101	1104			
Ogdens, & Lal	ke Champ			60			
DI	ref			****			
Old Colony		1111	1111	1111		1111	
Ph., Wil. & B	altimore	56	56	56		561	50
l'ortl'd, Saco	& Ports					****	****
Union Pacific				****	****	****	****
08		****		****	****	85	****
Tigit	d Grant 7e			. WOL		****	****
THE	ome 10a		****	721		****	****
Vermont & N	anada	****	****	****		****	****
South Boston	(Horse)	****	****	****	****	****	****
Cambridge	(110186)		****		****		****
9.5 4 114					571		
Middlesex					****		
Central Minin			34				****
Copper Falls			32		31	30	
Franklin		88		84			81
National	** ****	****	****	****		84	
Pewabie	** *****		12		128	124	124
Quincy .			45	46	48	474	471

London Stock Exchange.	100
-Closing	
Feb. 7.	Feb. 14.
Atlantic & Cit. W. 1st mort., \$1,000 75 - 74	76 - 78
Do. 2d mort., \$1,000 68 - 70	68 - 70
Do. Con. mort. B'nds Bisch's Cert. 36 - 28	85 - 37
Do. Reorg. Scrip 98 -100	99 -101
Do. Leas, Lines, Rental Bonds 914- 924	914- 924
Detroit & Milwaukee 1st mort. Bonds 74 - 77	75 - 80
	75 - 80
Eric shares 100 dol. all paid 524 - 53	51 - 524
Do. Ticket of Protec.Com. attached	
Do. 6 per cent Convertible Bonds 97 - 99	97 - 99
Do. European Agency Certificates	
Illinois Central \$100 shares all paid 95 - 97	94 - 96
Do. Redemption mort. bonds 6 p.c. 100 -102	100 -102
Illinois & St. Louis Bridge 1st mort. 99 -101	99 -101
Marietta and Cincinnati Rail. Bonds. 82 - 87	82 - 87
Michigan Central 8s 1882, conv 85 — 89	90 - 95
Panama 2d mort	
	12.5477 -2377
Panama General mort 95 — 97	95 - 97
Pennsylvania, 2d mort100 -102	100 -102
Do. General mort 96 — 97	96 - 97
Do. \$50 shares 47 - 48	474- 484
Philadelphia and Erie 1st mort 97 — 99	97 - 99
Do, with option to be paid in Phila. 97 — 99	97 - 99

### American Railroad Journal.

Saturday, March 8, 1873.

### Stock Exchange and Money Market.

The Money movement has been very steadily close and stringent, especially as against the borrowing interest, on speculative account, the wants of which have been unusually pressing. Call loan rates have been maintained at high figures, varying from the legal rate in gold, up to 1803291/8 of one per cent per day in addition, with most of the advances on stock collaterals at a fractional commission over the legal price. Lenders have been availing themselves of the urgency of the demand, from day to day, to profit to the utmost by the necessities of the more needy of the operators in the Stock line. The city banks have not been able to afford much help, yet have been aiding their regular customers as far as possible, in view of their contracted resources. The discount market has been quiet, throughout the week, with rates more or less nominal, the best grades of business paper ranging from 9212 per cent per annum. The city banks, last week, lost about %the of a million of their legal tender reserve, and added about 13% millions of their specie average. Their deposits were further cut down considering the closeness in Money, on a fairly \$42,250,001, including \$18,112,129 from customs;

averages reduced about 51/2 millions. The banks continue below their reserve, the last statement showing that they lacked \$312,350 of the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Subits coin balance while losing two millions of currency. Its currency reserves at the close of the week were \$22,389,160; and its coin hoard, \$36,-926,930.

The city banks, in their latest return, show falling off of \$737,200 of legal tender notes, with an increase of \$1,823,600 of specie, and a reduction of \$3,832,600 in their deposits, also a contraction of \$5,525,200 in their loan and discount averages, and an addition of \$28,200 to their item of circulation. The city bank exchanges, last week, averaged 1363% millions. The banks now hold \$312,350 of specie and legal tender notes less than the 25 per cent, of their liabilities required by the National Banking

The clearances of the banks averaged through the week 1363% millions a day, and amounted in the aggregate, for the whole week, to \$818 260,203 as against \$626,395,902 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance \$1,951,140 and enlarged its coin reserve \$697,223 as the result of the week's business.

The specie reserve of the city banks according to the latest return is \$16,370,500, against \$18 833,600 same time last year. The city bank deposits are now \$202,066,100 against \$210,472,800, week ending March 2, 1872. The legal tender re serve amounts to \$40,724,000, against \$43,770,400 same time last year. The circulation now stands at \$27,601,300 against \$28,165 400 same time las year. The loans are now \$281,344 900 against \$280,280,100 at this date last year.

The coin reserve of the city banks is now about 163/2 millions as against about 253/4 million on the 20th of last July; the legal tender reserve is under 40% millions against about 55% millions on the statement of June 15th; and the deposits are now about 2021/2 millions, against 2471/2 millions on the 20th of July.

Government revenues have been moderate since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, \$78,301, 141 millions. The customs at the port of New York, for the week, were \$3,168,082, and at the outports, about a million more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received \$4 753,129 of currency, and \$6,035,177 of gold, the latter including \$3,242,000 from customs; and disbursed \$6,704,169 of currency and \$5,337,955 of gold, the latter embracing \$110,-562 of coin interest.

The Secretary of the Treasury has called in \$390,000 of the three per cent certificates, being those of the denomination of \$5,000, from numbers 5,652 to 5,765, inclusive, and those of \$10,-000, from 5,564 to 5,600, inclusive, dated from cease April 30, 1873. This call includes all the \$10,000 certificates that are outstanding.

Gold has been generally strong and buoyant,

about 87 millions, and their loan and discount active and quite confident speculative demand. The Customs drain has been fair while the export movement has been light. The treasury programme for March provides for sales of \$1,500,-000 Gold each Thursday or \$6,000,000 in all. The range of the price during the week has been from Treasury, last week, made a moderate addition to 114 /2 @115 /2 and the closing quotation on Wednesday was 1151% against 1151% on Wednesday of the preceding week. The specie outflow last week, was \$625,487. The Gold Exchange Bank clearances have averaged about 511/2 milliont per day during the week.

Under the Treasury programme for March, Government proposes to sell at least six millions of Gold as follows: Thursday, March 6, \$1,500,-000; Thursday, March 13, \$1,500,000; Thursday March 20, \$1,500,000; Thursday, March 27, \$1,500,-000. And to buy in at least three millions of Five-Twenties, as follows: Wednesday, March 5, 81,-000,000; Wednesday, March 12, \$500,000; Wednesday, March 19, \$1,000,000; Wednesday, March 26, \$500,000.

The customs demand for Gold last week, averaged \$540 333 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were \$9,932 and thus far in 1873 have been \$194 .-719 against \$274,604 in 1872. The total customs revenue of the Government. in coin, at this port, since July 1, has been \$92,290,973 against \$107,-288,052 during the same time in 1871-2.

Government has disbursed through the U. S. Sub Treasury here, on account of the coin interest on the public debt, since July 1, 1872, \$59,856 780, against \$60,789,903 during the same time in 1871-2.

The export drain of specie was \$625,487 last week, against \$678,388 same week preceding year. The shipments since July 1, 1872, have been \$46,326,552 against \$25,166,661 during the same portion of 1871.

Foreign Exchange has been quoted much lower, on liberal offerings, and a comparatively slow sale for even prime bills, in view of the protracted stringency in Money. Bankers' sixty day bills on London closed at 108@10814; sight bills on London, at 109@1091/4. The week's exports of Domestic Produce have been to the currency value of \$5,259,906.

Government securities have been in comparatively fair request, for investment purposes, and despite the Money pressure, the offerings of bonds have been on a moderate scale. The last public debt statement, showing a liquidation of \$5,277,-881 in February, has tended to strengthen confidence in values.

Government bought in on Wednesday a million Five Twenties, from 11 53@118 65 net out of an aggregate offering of \$3,097,250.

U. S. sixes of 1881 closed on Wednesday of this week at 1181/201181/2 U.S. Five-Twenties of 1862, 115%@115%; U. S. Five-Twenties of 1864 at 1151/2@1153/4; U. S. Five-Twenties of 1865, 1161/4 @116%, U. S. Five-Twenties of 1865 consolidated, 114%@114%; U. S. Five-Twenties of 1867, 116% @116%; U.S. Five-Twenties of 1868, 1161/40 April 10, 1869, to January 3, 1870; interest will 1161; U. S. Ten-forties at 111@11114; U. S. Fives of 1881 (Funding Loan) 1131/4@1133/4; Six per cent, currency Sixes from 1183/@114.

The Sub Treasury receipts in February were

payments \$41,060,628, including \$4,760,907

The latest quotations at the London Stock Exchange compare as follows with former returns:

The state of the s	eb. 19.	Feb. 26.	March 5
Consols	925%	921/2	923/
U. S. 5-20s, 1885		9816	983/
" 1867		9816	933
a 10-40s		8916	891/
New Fives of 1881		9014	905
Erie		51%	5:3

State bonds have been moderately dealt in, mostly on investment account and prices have been pretty well supported.

Railway Mortgages have been quite firm, as a rule, and generally in good investment demand with small offerings noted of the favorites of the older loans. Central Pacific Sixes have been in fair request at from 104@10414, with quite limited offerings of the bonds in the open market. Chesapeake and Ohio Sixes have been of ready sale, and quoted firm at 871/2 and interest. Western Pacific Sixes have been more active at 943/495. The Northern Pacific 7-80 Loan continues in good request at par and interest.

Railway and Miscellaneous share property has been very active, with wide fluctuations in values, especially on the leading speculative favorites. Pacific Mail was most seriously depressed, falling on Monday as low as 49, but subsequently rallying rather sharply. The Money pressure was most severely felt at the Stock Board.

The Metal trade generally lacks animation. Copper has been in moderate request, and rather steadier in price; sales, 150,000 lbs. Lake at 841/c.@35c., and 50,000 lbs. do., April delivery, at 35c. Under favorable cable advices, Scotch Pig-iron has been held with firmness on a light offering, but has been quiet. American Pig-iron has been in moderate demand, with sales reported of 700 tons No. 2 and No. 1, on the basis of \$48 and \$50. Other kinds of Iron quiet. We quote: Glengarnock Pig at \$56@\$58; Eglinton do. at \$56; Gartsherre at \$60; Coltness at \$64@\$65; No. 1 American Pig at \$50; No. 2 do. at \$45@ 48; Wrought Scrap at \$57 50@\$60; English Rails at \$70@\$71, gold. Of foreign Lead, 50 tons Soft Spanish sold at \$6 50, gold; market firm. Spelter sold to the extent of 50 tons Silesian at 71c., gold. Pig-iron has been quiet, with only 100 slabs Straits sold at 81 tc., gold. A fair demand has been noted for Tin Plates at firm prices; sales, 3,000 boxes Charcoal, for forward delivery, at \$1 75@\$1 871; 1,000 boxes Coke, here, at \$10 pref., 33; do. 7s, new, 101; Allegheny Valley 7 50, and 1,000 boxes Charcoal Terne at \$10 75, gold. Charcoal Plates quoted here at \$12@\$12 25; Charcoal Terne, \$10 50@\$11; coke, \$10 25 @\$10 75, and Coke Terne, \$8 75@\$9 75, gold, per box.

General business has been on a moderate scale. Domestic produce has been generally dealt in with less freedom. Prices at the close were irregular. Middling upland cotton, left off heavily Wednesday at 20% @21% cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,761,000 bales, against 2,262,569 bales same time in the preceding year; exports 1,615,691 bales against 1,812,576 bales in the previous year; stock Jersey R. R. and Canal Co., 1211/2@122; Camat the ports at latest dates, 562,000 bales against den and Amboy mort, 6s, 1889, 97@97; do. 1888, 525,775 bales same date 1871.

week's imports amounted to \$9,894,786, including \$3,922,248 of dry goods,

Ocean freights have been more active, and generally firm. Vessels for the Petroleum, Cotton, Grain, and Lumber trades in request.

At the Live Stock Markets, Beeves have been in less request at from 8314f cts.; Veals at 71@12 cts.; Sheep at from 5@8 cts.; Swine at 51/4@53/4 cts. per lb., all live weight. The week's receipts were 7,232 Beeves, 700 Veal Calves, 24, 987 Sheep and Lambs, and 29,992 Swine,

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:-

New York .- Atlantic and Pacific pref., 273/4: Pacific R. R., of Mo., 523/4; do. 2d mort., 80; New Jersey Southern R.R., 261; St. Louis, Kansas City and Northern pref., 641/2; Missouri, Kansas and Texas R. R., 85; Long Island R. R., 75; North Missouri 1st mort., 91; Long Dock bonds. 95; Albany and Susq. R.R., 93; do. 2d mort., 98; Louisville and Nashville 7s, consol., 1898, 951/2; Boston, Hartford and Erie 1st mort, 401/4; de. guar., 581/2; Milwaukee and St. Paul 1st mort. La C. div., 92; do. Iowa div., 87; St. Louis and Iron Mt. 1st mort., 951/4; Ohio and Mississippi 7s, consol., 921/2; Buffalo, N. Y. and Erie 1st mort., 921/4; Gt. Western 1st mort., 1888, 94; West Pacific bonds, 943/4; Am. Dock and Imp. 78, 96; Burlington, Cedar Rapids and Minnesota 1st mort., 90 Toledo, Wabash and Western 7s. consol. 871/2 Buffalo and Erie 7s, new, 98; Clev. Col., Cin. and Ind 1st mort. 1021/2; Delaware, Lackawanna and Western 7s, conv., 100; Pacific R. R. 7s, guar. by Mo., 981/2; Central of New Jersey 1st mort, new 1031/4; Clev., Paines. and Ash. 7s, old, 973/4; U. 8. Exp., 721/4; Am. Mer. Union Exp., 661/2 Adams Exp., 95; Wells- Farge Exp., 853/4; New Central Coal, 451/4; Consol. Coal of Md., 54; Maryland Coal, 28; Cumberland Coal and Iron, 91; Pennsylvania Coal, 230; Western Union Tel. 851/2; do. 7s, 100; Quicksilver pref., 54; Atlantic M. S. S. Co., 4; Mariposa L, and M., 16; Brooklyn 6s, W. L. 94; N. Y. State 7s, B. L. reg., 1061/2 South Carolina 6s, new, Jan. and July, 20; do. A. and O., 23; North Carolina 6s, special tax, 15; do, issued to N. C. R. R., 60.

Philadelphia.-Pittsburg, Cincinnati and St. Louis 7s, 761/4; Philadelphia and Reading Gen's mort. 7s, coupon, 1013/4; do. reg., 1031/6; do. 7s, new conv., 1021/2; Huntingdon and Broad Top Mt. 2d mort., 89; Catawissa R. R. 21; do. new 8-10s, 92; Pennsylvania and New York 7s, 971/6; Lehigh Valley 7s, new, 103; Belvidere Delaware 1st mort., 95; Schuylkill Nav. 7s, B. L., 801/4; Lehigh Nav. conv. 6s, gold, 95; Penosylvania Canal 6s, 711/4; Nesquehoning R. R. 561/4; Pennsylvania State 5s, reg., 101. The latest quotations are: City 6s, 965/8@963/4; do. free of tax, 100%@101; Pennsylvania State 6s, 1st series, 100%@102; do. 2d series, 106@107%; do. 3d series, 1081/4@1083/4; Philadelphia and Reading, 57%657%; do. Gen'l mort, 7s, coup., 101%@ 10134; do. reg., 103@1031/2; do. mort. 6s, 1880, 98 295; do.7s, new, conv., 102@103; United New 89%@90; do. 1889, 87@88%; Pennsylvania R. Foreign goods have been in rather more request R., 601/2603/8; do. 1st mort., 100@1001/4; do. 2d 6s, 1875, 97@98; do., 1880, -@98; do., 1885,

92; do. reg., 951/2951/4; Little Schuylkill R. R., 46 247; Morris Canal, 48 1/2 (48 1/2; do. pref., 120@1221/2; do. 6s, 93@97; Susquehanna Canal, 7@10; do. 6s, 73@75; Schuylkill Nav., 7@71/4; do. pref., 14@1414; do. 6s, 1882, 741/2@75; do. 1872, 80@80; Elmira and Williamsport pref., 87@40; do. 7s, 1878, 94@9434; do. 5s, 60@62; Lehigh Coal and Navigation, 87% @87%; do. 6s, 1884, 87@88; do. R. R. Loan, 93%@94; do. Gold Loan, 91@92; North Pennsylvanis, 45@47; do. 6s, 95@97; do., 7s, 963/4@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 261/20261/4; do. 6s, 91@91; Minehill, 52@53; Catawissa, 2034@21; do. pref, 443/2415/8; do. new pref., 82 283; do. 7s, 1900, 101@10114; Lehigh Valley, 607,0361; do. 6s, new coupon, 95@951/2; do. reg., 973/4@98; do. 7s. 103@103; Fifth and fixth streets, (horse,) 501/2@ 51; Second and Third, 58@59; Thirteenth and Fifteenth, 18 221; Spruce and Pine, 31 334; Green and Coates, 50 251; Chestnut and Walnut, 57@ 60; Hestonville, 181/2@19; Union, -@73; Germantown, 34 2-.

Boston.-Chicago, Burlington and Quincy 7s, 9434; do. rights, 534; Michigan Air Line 8s, 1890, 1001/2; Atchinson, Topeka and Santa Fe R. R., 241/4; 1st mort. 7s, gold, 771/2; do. L. G. 7s, 77%; Eastern R. R. 7s, 1882, 10034; do. 6s, 1889, 90; Ogdensburgh and Lake Champlain 8s. 1890, 981/4; Burlington and Missouri R. R. L. G. 78, 961/4; Chicago and Iowa, 8s, 1900, 963/4; Grand River Valley 2d mort. 8s, 1003/4; Cedar Rapids and Missouri 7s, 1916, 88; Boston and Albany 7s, 1892, 10514; Vermont Central 1st mort., 86; Burlington and Missouri R. R. in Nebraska, 6814; do. 8s, 1001/2; Vermont and Massachusetts 7s, 1879, 98; Sandusky City and Northern Indiana 7s, 90; Salem and Lowell 6s, 1878, 95; Old Colony 7s, 10134; Michigan Central scrip, 1071/2; do. 8s, 1890, 1063/2; Cincinnati, Sandusky and Cleveland R. R., 191/2; Rutland pref., 551/4; do. scrip No. 1, 90; No. 2, 89; No. 3, 851/2; Connecticut and Passumpsic Rivers R. R., 90; Boston Water Power, 891/4; Cary Imp., 131/8; Waverly Land, 47/8; Brookline Land, 61/2; New Hampshire 6s, 1892, 98½; de. 1873, 99¾; Massa. chusetts 5s, 1894, gold, 101; Maine 6s, 993/4; Boston 6s, 1877, currency, 991/4; do. 5s, 1884, gold, 983/4; Chicago 7s, 983/4; Portland 6s, 1877. 96; Cook Co., Ill., 7s, 1892, 973/8; Cambridge 6s, 1876, 961/4; do. 1886, 951/4; do. 1890, 943/4; Charleston 6s, 1888, 943/4; do. 6s, new, 99; Allouez Mining Co., 211/4; Calumet and Hecla, 1571/8; Dana, 13/8; Eagle, 1; Humboldt, 13/8; Hanover, 11/4; Mesnard, 27/8; New England, 321/2c,; Petherick, 43/8; Pontiac, 15/8; Phœnix, 251/2; Ridge, 121/8; Shuniah Silver, 21/4; Star 21/8; Superior, 75c.; St. Clair, 81/2; Winthrop, 62½c.

Baltimore.-Maryland Defeuse 6s, 10416; Northern Central 6s 1900, gold, 921/4; Virginia and Tennessee 2d mort. 6s, 7716; Wilmington, Columbia and Augusta 7s, 81; Western Maryland 8d mort., guar., 97; Orange Alex. and Manasses 7s, 7734; Orange and Alexandria 4th mort. 8s, 83. The latest quotations are .: Wilmington, Columbia and Augusta bonds, 81@-; Pittsburg and Connellsville 7s, 1898, 98@9856; Baltimore and Ohio, 163@167; do. pref., 96@100; do., with a fair show of steadiness as to values. The mort., 99% @100; do, General mort, coupon, 91@ 97% @98; Parkersburg Branch, 11@-; Northern Central, 403/2040%; do. 6s, 1885, 98@981; do., 1900, 88@89; do., 6s, 1900 gold, 9236@9256; N. W. Va. 1st mort., 103 105; do., 2d mort., -@-; do., 8d mort., 1885, 90@-; Marietta and Cincinnati 1st mort. 7s, 1892, 98 29814; do., 2d mort., 7s, 892901/2; do., 8d mort., 8s, 821/40 823/4; Central Ohio, 39@40; do., 1st mort., 861/4 @867/8; Western Md, 1st mort, 6s 1890, 80@--; do. 1st mort, guar., 97@971/2; do., 2d mort, guar., 97@971/4; do. 3d mort., guar., 97@971/4; do. 2d mort pref., 73@80; do., 2d mort. guar. by Washington Co., 84@85; Richmond and Danville 1st mort., 76@771/4; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort 6s, 873/2@90; do., 3d mort. 8s, 95@971/2; do., 4th mort. 8s, 791/6@82; Orange, Alex. and Manassas 7s, 771/2@773/4; Virginia and Tennessee 1st mort. 6s, 95@-; do., 6s, 2d mort., 77@77%; do. 8s, 8d mort., 88@89; Baltimore 6s, 1875, 991/4@991/6; do., 1884, 981/2 @98½; do. 1886, 98@—; do., 1890, 99½@99½; do., 1893, 97@97; do. 1893, exempt, 100@100; do., 1900, exempt, 99@99; do. 1900, new, 96@98; do. 1902, 981/2@991/2; Memphis City 6s, 60@ 601/4; Maryland Defense Loan, 1888, 104@1041/4; 553/4; do. reg. 51@53; do. conpon, 79@80; West Virginia, 15@16; City Passenger R. R., 22@231/4; George's Creek Coal, 113@125.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending February 22d at 224,470 tons, and for the coal year 2,099,475 tons, against 2,118,128 tons to corresponding time last year, being a decrease of 18,475 tons. The bituminous tonnage for the week is 36,325 tons, and for the year 239,431 tons, giving a total of all kinds for the week of 222,795 tons, and for the year 2,338,906, being an increase as against production to same time last year of 56,556 tons.

A certificate of incorporation of the Defiance and Indianapolis Railroad Company has been filed with the Secretary of State. The object is to build a road from some point on the Toledo, Wabash and Western Railroad in Defiance county, Ohio, to Decatur, Indiana. The corporators are Henry Kabls, Edwin Phelps, P. Buffington, Virgil Squires, Adam Wilhelm and A. S. Latty.

The board of directors of the Pennsylvania Railroad Co. have elected Edmund Smith Eq., treasurer of the company, in place of Major Firth, resigned, and appointed Bayard Butler, the present cashier of the company, assistant treasurer—both to take effect March 1, 1873.

The Penobscot Bay and River Railroad Company have been given two years longer to complete their road, while the St. Croix and Penobscot Railroad Company have been anthorized to extend their road up the Schodiac river to Princeton and thence to Bangor.

The engineer of the Chicago and Northwestern Railway has been ordered to survey at once a line from La Crosse to Onalaska, with a view to building a road between the two points.

The estimated earnings of the Kansas Pacific Railway for the third week of February are: freight, \$27,810 27; passengers, \$22,825 51—total, \$50,625 78.

# BANKING OFFICE

OF

# FISK & HATCH.

No. 5 Nassau Street.

NEW YORK, March 5, 1873.

### The Chesapeake and Ohio, the Central Pacific and Western Pacific Bonds.

all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably pay off during the year, in gold, \$300,000,000 Five-Twenties, and a large amount of money thus released from investment must find its way into this class of securities.

### The Chesapeake and Ohio Six Per Cent. Gold Bonds,

60½; Maryland Defense Loan, 1883, 104@104½; the total amount of which is only \$15,000,000, Virginia 6s, old, 38@40; do. consol. 6s, 55½@ 55¾; do. reg. 51@53; do. conpon, 79@80; West to \$40,000,000, and are fully equal in intrinsic Value to the Central Pacific Bonds. They are issued in denominations of \$100, \$500, and \$1,000 coupon or registered, and at their present market price, 87½ and accrued interest, are very desirable.

### The Central Pacific Six Per Cent. Gold Bonds

are too well known to require description or commendation. Their total amount is \$25,885,090; they have for a long time ranged in market price near or above par. Their price to-day is 1041/6@ 1041/4.

### The Western Pacific Six Per Cent. Gold Bonds

amount to \$2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by the latter. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICS, being substantially the same in character and value. Coupon Bonds, \$1,000 each. Their market price to day is 9434@95.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches,

FISK & HATCH.

A company has been formed in New Jersey to build a railroad from some point on the Camden and Atlantic road, at or near Haddonfield, to Fellowship, in Burlington county. They have prepared a bill, which is now before the Legislature, asking for authority to construct said road. The capital is \$400,000, with power to increase it to \$600,000. The bill names as corporators, Charles Collins, Wm. R. Lippincott, Emmor Roberts, Joseph H. Cole, Joseph Evans, Joseph Lippincott, Geo. B. Borton.

The receipts of the Dorchester and Delaware Railroad for the past year were \$22,791 89, the operating expenses \$15,616 64, and the net earnings \$7,175 25.

# The Indiana and Illinois Central Railway Co.

Offers for sale its FIRST MORTGAGE 7 PER CENT. GOLD BONDS, 30 years to run, with ample Sinking Fund.

The Road runs due EAST and WEST from IN-DIANAPOLIS to DECATUR, 152 miles, through the richest settled country of the West. It crosses the BLOCK COAL FIELD of Indiana at its best point, and it cant of fail to have a LARGE LOCAL AND THROUGH BUSINESS, as it makes a great saving of distance and has low grades.

It is building for cash, by responsible stockholders, and is BONDED FOR MUCH LESS THAN ITS COST. Eighty five miles will be done and in profitable operation this Spring, the residue within the year. There is no better bond on the market. For pamphlets and information apply to

# Walker, Andrews & Co.

Redemption of U. S. Bonds.

The Secretary of the Treasury issued his call on the 1st inst. for fifty millions of bonds, in accordance with law and his agreement with the syndicate, giving notice that principal and accrued interest of the coupon 5 20 six per cent U. S. bonds will be paid and interest cease on the 1st day of June, 1873:

That is to say, coupon bonds known as the second and third series, act of February 25, 1862, dated May 1, 1862, as follows: Coupon bonds, second series—\$50, Nos. 10,776 to 27,798; \$100, Nos. 25,936 to 66,646; \$500, Nos. 16,180 to 41,373; \$1000, Nos. 27,444 to 71,259. Third series—\$50, Nos. 1 to 1,200; \$100, Nos. 1 to 4,752; \$500, Nos. 1 to 3,000; \$1,000, Nos. 1 to 5,733. Total, \$45,000,000.

Also, registered bonds—\$50, Nos. 841 to 1,233; \$100, Nos. 5,992 to 8,803; \$500. Nos. 2,957, to 5,360; \$1,000, Nos. 13,151 to 20,680; \$5,000, Nos. 4,103 to 6,402; \$15,000, Nos. 4,775 to 7,090; total, \$5,000,000. Totals, \$50,000,000.

Of amount outstanding, embraced in numbers as above, \$45,000,000 are coupon bonds and \$5,000,000 are registered bonds. Coupon bonds of the act of February 25, 1862, were issued in four distinct series.

Bonds of first series, all of which have been previously called for redemption, are printed in green tint and have ne designation of series upon them.

Bonds of the second series (embracing balance of the series) are printed in yellow that with blue numbering, and have the words "Second Series" on the bonds and on each coupon.

Bonds of the third series are printed in black with blue numbering, and have the words "Third Series" on the bonds, and "Third" on the bonds or on each coupon, or both.

Bonds of the fourth series are printed in black with red numbering, and have the words "Fourth series" or "Fourth" on them. United States securities forwarded for redemp-

United States securities forwarded for redemption should be addressed to the Loan Division, Secretary's office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

The Fenelon Falls Railway Company have applied to the Ontario Legislature to have their name changed to that of the Victoria Railway Company; to have power to build branches to Whitby and Oshawa, and to issue bonds to the extent of \$12,000 per mile.

### Commerce of New York.

The foreign imports at New York for the month of January, 1872 and 1873, are officially stated as follows:

Alexander and the second	1872.	1878.
Entered for consumpt'n.	17,940,512	\$17.270,231
Do. for warehousing	14,904,602	10,956,219
Free goods	2,729 060	9,468,802
Specie and bullion	105,322	113,939

Total entered at port...\$35,679,496 \$37,803,699 Withdrawn fr. wareh'use 12,399,012 9,567,918

The foreign imports at New York for seven months ending January 81, were:

A STATE OF THE PARTY OF THE PAR	1872.	1878.
Entered for consumpt'n.\$	121,583,698	\$105,479,005
Do. for warehousing	79,627,649	76,792,258
Free goods	15,784,547	49,931,909
Specie and bullion	1,711,878	4,930,569
		THE RESERVE AND ADDRESS OF THE PARTY OF THE

Total entered at port...\$218,707,772 \$237,129,741 Withdrawn fr. wareh'se 74,862,058 99,598,533 The duties received at New York for seven months from July 1, were:

	1872.		1878.	
Bix months	\$74,078,181	75	\$64,393,092	93
In Jan	13,317,086	82	10,763,626	44

Beven months ....\$87,395,268 57 \$75,156,719 87 The exports from New York to foreign ports in the month of January, were:

	1872.	1873.
Domestic produce	\$18,179,488	\$19,379,497
Foreign free goods		242,121
Do. dutiable	684,874	428,932
Specie and bullion		7,127,989

Tetal exports .......\$20,491,366 \$27,178,589
Do. exclusive of specie. 18,951,004 20,050,550

The exports from New York to foreign ports for seven months ending January 31, were:

	1872.	1873.
Domestic produce \$	138,467,152	\$144,412,876
Foreign free goods	686,805	1,161,044
Do, dutiable	4,401,837	4,877,444
Specie and bullion	23,851,286	41,972,132

Total exports......\$162,406,580 \$192,423,496 Do, exclusive of specie. 138,555,294 150,451,364

### Journal of Railroad Law.

BAILROAD COMPANIES—SHIPPER MUST HAVE ACTUAL KNOWLEDGE OF CONDITIONS ATTACHED TO SPECIAL BATES.

The recent case of The Baltimore and Ohio Railroad Company vs. Brady, (32 Maryland, 333,) was an action brought by Brady vs. the Baltimore and Ohio Railroad Company, to recover damages for the loss and injury to certain cattle, received by the appellant at Brady's Mills to be transported over its road to Baltimore. A number of the cattle were killed on the route and others were injured.

The appellant offered in evidence a printed tariff of special rates, under which it assumed no responsibility for loss, damage, or delay to stock. This tariff contained the condition that the rates therein specified were to be charged only when the owner of the stock, or the party in charge of them, executed to the company a release of all liability for risks or damage to his stock or person. When no such release was executed, the charge would be made at local first class rates of the general tariff. The appellee was charged for the transportation of his cattle under the tariff of special rates, but executed no release.

The following is the opinion of the court deliver-

BREAT, J.—There is no doubt that a common carrier, by an express contract with his employer, may limit his ordinary responsibilities. Where indemnity from loss is claimed by virtue of such a contract, the burden of proof to establish it is upon the carrier.

In this case, a special contract was attempted to be set up, by showing that the appellee paid for the transportation of his stock at a tariff of charges under which, by the printed table, the company assumed no responsibility for loss, damage or delay of stock. This alone was not sufficient. It was necessary to show that the owner of the cattle had notice or actual knowledge of these terms at the time or before the delivery of the stock by him to the company, to be transported, and that they were assented to on his part. 2 Redfield on Railways 80. This was the only question in the case. It was one of fact for the jury upon all the evidence, and was properly submitted to them.

There was no written contract offered which the court was called upon to construe, and although the appellee may have paid special rates, it does not follow, as a conclusion of law, that he had notice of the terms upon which they were charged or that he assented to the same. The weight of testimony is against any such conclusion. The evidence offered by the company shows that really no contract was entered into by the appellee to limit their responsibility as a common carrier. Where the special rates were accepted, releases were to be given. In this case, no release was given by the owner of the cattle, and according to the company's own terms, a contract was never consummated between the parties. Their own evidence also rebuts the presumption of any contract growing out of the charge of the special rates. The cattle were placed on the cars at Brady's Mills, and charges made for their transportation were fixed at the company's office in Baltimore city, after the accident and loss occurred, upon which this action is founded.

In looking at the whole case, the appellant has nothing to complain of in the instructions and prayers which were granted by the court below. The prayers of the appellee, which were granted, properly state the law of the case. And in the fourth prayer of the appellant the case is most favorably submitted to the jury upon the law, and the whole question of the existence of any special contract left to be passed upon by them on the whole evidence in the case.

Seeing no error in the rulings of the court below, the judgment will be affirmed.

Judgment affirmed.

The Boston and Providence Railroad and the Stoughton branch road were consolidated on the 4th inst., and the initiatory steps were taken towards the purchase by the Boston and Providence, of the Providence, Warren and Bristol road. The Providence and Boston Company will soon have a line of railroad between Fall River and Providence.

The Worcester and Nashua Railroad Company have made a contract with the Portland, Me., rolling mills for 2000 tons of iron rail, to be laid on the Rochester and Nashua line, now under construction.

### The Gilbert Elevated Railroad.

The Gilbert Elevated Railroad, the charter for which has passed at Albany, is to include a main line on the eastern side of the city, passing from the Bowling Green eastward through Beaver street to its junction with Pearl street, crossing Wall street at the head of Hanover Square, and thence running through Pearl street to the Bowery, S-cond avenue and the Harlem river. Wea assured that the company have negotiated \$5,-500,000 of their first mortgage bonds in London, at nearly par, and that the entire capital stock hes been taken by prominent capitalists in this city. The contracts for ten miles of the road have been taken by three large iron manufacturing firms, who propose to complete their part of the work during the present year. At present the company feel assured that the iron for the first section of the road, say five miles, will be ready for use during next September, and the remainder of the first ten miles during December of this year. The engineers estimate that the road can be built at the rate of a fifth or a quarter of a mile per day, including the placing of station platforms and stairways. It is proposed to make stations at short intervals in the lower part of the city, on both the east and west sides of Broadway, to accommodate merchants. The first section constructed will be from the corner of West Broadway and Chambers street to the High Bridge and Harlem river. That route will be, when com-pleted, from the Bowling Greer, the grand depot, to the junction of West Broadway and Chambers street, thence through West Broadway and South Fifth avenue to Fourth street, where a station will be provided for passengers coming by the crosstown surface road. Thence through Fourth street to Sixth avenue, where another station will be made; up Sixth avenue to Fifty-third street, taking passengers to and from Central Park; through Fifty-third street to Ninth avenue, and then on a long stretch to 110th street. From that point the road will curve back to Eighth avenue, and then follow the high ground to High Bridge. Crossing Harlem River, it will connect by a station with all of the Hudson River Railroad trains.

During 1874 the eastern line will be commenced through Beaver street, passing the Cotton Exof change, Maritime Exchange, office of the Journal Commerce, Importers' and Grocers' Board of Trade, Seamen's Bank for Savings and several principal printing houses along Pearl street and Franklin Square, passing the Harper building to the Bowery, and along that thoreughfare to Houston street. At the last point it branches to Second avenue, and follows that path to and across Harlem River, and along the north shore of the river to High

The plan of construction seems to meet with general approval. Iron columns, combining strength with beauty, will rise from firm foundations laid just inside of the curbstones on each side of the street. On the tops of the columns will rest the beams or stretchers, binding the columns and making a floor for the tracks, which will be laid over the middle of the street. The bottom of the tracks will be twenty five feet above the street over the middle of the street. surface. Then, from the junction of the floor with the tops of the columns an arch of iron will sweep above the tops of the cars, and on the crown of the arch there is to be a fret work of iron to support the telegraph wires. The arch serves, also, to support the hanging frames or lattice girders of the tracks, averting the dangers of spreading of the rails and of too much lateral vibration. The pillars will be placed fifty feet apart. The plan, if carried out, will not darken the streets or offices on the line; the engines will consume their own smoke, and the cars are to be heated and lighted with gas .-Journal of Commerce.

Already more than half the stock in the New Bedford Railroad Company, to which the stockholders of the New Bedford and Taunton Railroad are entitled, has been subscribed,

### Labor Saving Machinery.

At the recent meeting of the American Pig Iron Manufacturers' Association, in this city, the President, Mr. A. B. Stone, said:

The smelting of iron ores is one of the most important industries of the nation, second only to agriculture, which is greatly indebted to the iron master for the primary material of the cheap labor-saving agricultural implements that have enabled our farmers to make so many and varied improvements in the cultivation of the soil. Twenty-five years ago the planting of corn was performed by the slow operation of counting a certain number of seeds, which were dropped into the ground from the hand, and when the plant grew up it had to be cultivated by the tedious, back-breaking labor of hoeing. This has all been changed. Corn is now planted by the seed drill, and brought to maturity by the aid of the cultivator. A quarter of a century ago, grain was cut by the hand cradle, and grass by the scytbe; now the reaper has replaced the cradle, and the mower the scythe. It is obvious that this progress is due, in a great measure to the iron master, whose persistent labors have cheapened the metals of which labor-saving machines are made, and who has imparted an impulse to agriculture by employing a vast army of workmen in the mining of coal and ores, and the conversion of the latter into metals, thus creating an active, permanent home demand for the products of the soil.

### The Union Railroad-The Tunnel Nearly Completed.

The Union Railroad tunnel, 8,410 feet long, 26 feet wide, from facade to facade, beginning at the east side of Bond street and running west, under the bed of Hoffman street, to the west side of Greenmount avenue, is upon the verge of completion. There remains to be finished but 200 feet, 100 of which is immediately east of Hartford avenue, and 100 at Eden street, and by the first of May this will be done, thus completing the whole tunnel. The tunnel was begun January 1st, 1871. The greatest depth of cutting was 66 feet; 460 feet were tored-that is excavated by regular tunnelling work; the rest was open cut, with arch built in, and material replaced. The western half of the tunnel is built on rock founds tion, which required considerable rock blasting It is known that the Union Railroad will run from the east portal of the Baltimore and Potomac tunnel, and end at tide-water at Canton, where extensive wharves will be built. It connects with the Philadelphia, Wilmington and Baltimore, Northern Central, Baltimore and Potomac, West-ern Maryland, and Maryland Central Railroads. By the construction of the Union Railroad freight will be carried by all these roads to tide-water, at Canton, without breaking bulk. The effect of this and other enterprises which must follow, upon the business and activity of the eastern section of the city and the adjacent country, as well as the whole city, will soon begin to be shown as the different parts of the work comprehended in the general scheme arrive at completion.—Balt.

A bill regulating passenger and freight charges by railroads in Indiana has passed both houses of the Legislature of that State. Passenger fares are fixed at three cents a mile; for local freights within distances of twenty miles, not more than 100 per cent in excess of through freight rates shall be charged; within distances of fifty miles, not more than seventy-five per cent, and for greater distances not more than fifty per cent.

The total exports of iron rails from Great Britain for the month of January were 50,233 tons, of which 27,838 tons were to this country, against a total in corresponding month last year of 59,848 tons, when the amount sent to the United States was 85,299 tons.

ENGINEER'S OPPICE
ATLANTIC AND LAKE ERIE BAILWAY,
New Lexington, Perry County, O.

SEALED PROPOSALS WILL BE RECEIVED
at this office until noon of the 1974 PAYOR

MARCH, 1878, for the completion of the graduation and masonry of sections 8, 4, 5, 6, 7, 8 and 9 (about nine miles) Mineral Division, south of New Lexington, Perry county. There are two tunnels, of total length 1,330 feet, some heavy rock excavations and other work worthy the attention of experienced contractors.

Profiles and specifications will be ready for in-spection on Saturday, the 8th day of March.

ROBERT MACLEOD,

Chief Engineer.

# SPENCERIAN Double Elastic

# STEEL PENS.

These celebrated Pens are increasing very rapidly in sale owing to their unexcelled manufacture. They are of superior English make, and are famous for their elasticity, durability, and evenness of point. For rate everywhere.

For For the convenience of those who may wish to try them, we will send a Sample Card, containing all of the 15 numbers, by mail on receipt of 25 cents.

IVISON, BLAKEMAN, TAYLOR & CO. 138 & 140 Grand Street, N. Y.

# VOSE, DINSMORE & CO..

National Spring Works,

VOLUTE RUBBER CENTER SPIRAL.

Compound Spiral, INDIA RUBBER.

DINSMORE NEST SPIRAL,

Railway Car Springs: ALSO IMPORTERS OF AND DEALERS IN

# General Railway Spplies,

No. 32 WARREN, cor. of Church Street, NEW YORK. 52 Fifth Avenue, Chicago.

720 North Second Street, St. Louis.

# RAILROAD IRON.

1,000 Tons TREDEGAR RAILS. 1,000 Tons CROSHEY RAILS. 1,000 Tons STOCKTON RAILS. Now in Yard and for sale by

WM. H. PETIT, 72 Wall-st., New York.

# Asbestos Felting.

FOR STEAM BOILERS, PIPES, &c

Saves 25@40 per cent. in fuel. The best in use.—Durable and economical. For Circulars and prices address

DAVIDGE & WHEELER.

Gen'l Ag'ts Asbestos Felting Co. of N. Y. P. O. Box 4870. 78 1-2 PINE ST., N. Y.

# FOR SALE.

1,500 Tons Foreign teel Rail, approved Brands, in Dec. 18, 1872.

GEO. T. M. DAVIS. **47 Exchange Place** NEW YORK.

# Notice to Contractors. | HOT JOURNALS ENTIRELY PREVENTED

By the Use of



### For Railroad Car Journals and other Bearings.

In presenting this Lubricant to the notice of Ecilread and Steamboat Managers and operators in Machinery generally, I do so with a practical knowledge of its merits, and with confidence that it will be found to possess invaluable qualities as a

### Lubricator and Counteractor of Friction.

It has been in use, during the past two years, on a number of Railroads and Steamers, and is highly approved of.
Parties wishing to make a practical test of the Lubricant will be furnished with sample on application.

ALBERT BRIDGES, Patentee,

RAILWAY SUPPLIES and MACHINERY. No. 46 CORTLANDT STREET,

SEND FOR CIRCULAR.

# HEYERDAHL, SCHONBERG & CO.

31 Pine Street. **NEW-YORK.** 

10 Cornhill, E.C. LONDON.

# STEEL AND INUN RAILS.

Sole Agents in the United States for SAMUEL FOX & CO.'S Bessemer Steel Rails.

RAILROAD SECURITIES NEGOTIATER.

# John J. Roberts. IRON & STEEL RAILS.

Supp'ies and Metals Generally, 72 Wall Street. NEW YORK.

Old Rails exchanged for new. RAILROAD BONDS NEGOTIATED.

DREDGING MACHINES AND SCOWS

FOR SALE.

One (Osgood Pattern) Second Hand. Price

\$10,000. One, Almost New. Price \$22 000. Two Large Dumping Scows, \$3,500 Each. Apply to

A W. LADD, 5 and 7 Dey Street. CAMBINATION NAMED AND ADDRESS OF A

# Brooks Locomotive Works,

DUNKIRK, N.Y.



Solicited for Locomotives Adapted for Every Class of Railway Service.

M. L. HINMAN, Sec'y & Treas.

H. G. BROOKS, Pres't & Sup't.

# W. LADD.

# NO. 5 DEY STREET, NEW YORK.

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

### Agent for ROBERT BROWN, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

### REFERENCES:

All the leading Telegraph Companies in the United States.

### NEW STEEL AND IRON COMPANY **JERSEY**

TRENTON, N. J.,

Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

CHANNEL BARS, TRENTON STEEL TOP RAILS, &C. ALSO,

# THE MARTIN STEEL!

The best and cheapest material for FIREBOX PLATES, and all Machinery uses

J.MES BULGER. GEORGE B. COLE. JOHN H. BULGER.

# James Bulger Engineers, Machinists

# Iron Founders.

STEAM ENGINES, MILLS, HYDRAULIC PUMPS, PTESSES AND GENERAL MACHINERY.

\$5 and 54 North Second Street, Near First, Brooklyn, E. D., N. Y.

### FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price \$5,250; two 76 passengerprice \$7,000 each, now ready for lettering. Also a 80 ton new Locomotive ready for use.

Apply to

25tf

A. W. LADD

5 and 7 DEY STREET NEW YORK.

# FULLER, LORD & CO., Machine-Forged Nuts, BOLTS & NUTS.

WROUGHT WASHERS.

# BOONTON CUT NAILS.

139 Greenwich Street.

NEW-YORK

### RAILROAD IRON.

2,070 tons best Welsh make 56 lbs. For sale by

DANA & CO., 18 William street.

# PACIFIC MAIL Steamship Company's

# California, Japan and China.

VIA PANAMA,

CARRYING MAILS, PASSENGERS AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA AND GREYTOWN. AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

when those days fall on Sunday, then the day previous.

March 10, 1873—Steamer OCEAN QUEEN, CAPT. SEASURY, will leave Pier No. 42, North River, at 12 O'clock noon for Aspinwall direct, connecting at Panama with steamer MOHONGO, Capt. Connelly, touching at Acapulco, Manzautile Mazatlan and San Diego, and also connecting for all Central American and South Pactific ports. Departures of 16th and 20th each month connect with the Company's steamer, touching at San Benito, Touata, Salina Cruz and Port Angel.

Steamer ALASKA will leave San Francisco, April 1, 1873, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

PRILIP S. MILLER.

LENOX SMITH

### AMERICAN AND FOREIGN STEEL & IRON RAILS.

STREET RAILS, Railway Fastenings, etc. MILLER & SMITH, 43 Exchange Place, N. Y.

### THE TAUNTON LOCOMOTIVE MANUFACTURING COMPANY.

# TAUNTON, MASS.,

# HAVING large facilities, and having had a long experi-

OCOMOTIVES. EITHER FOR BURNING WOOD OR COAL, OF THE MOST APPROVED CONSTRUCTION. ALSO ALL KINDS OF

# RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC. HARRISON TWEED,

Agent and Treasurer. P. I. PERRIN, Sup't.

Established 1820.

# William J. Young & Sons,

SUCCESSORS TO

WM. J. YOUNG, WM. J. YOUNG & SON, WM, J. YOUNG & CO.,

Instrument Manufacturers.

AT THEIR OLD LOCATION

### 48 NORTH SEVENTH STREET, PHILADELPHIA,

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

### HAND'S IMPROVED DUMPING CART



PATENTED APRIL 4th, 1871.

THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the habs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

Manufactured and for Sale by

WILLIAM & HENRY HAND, PLAINFIELD, N. J.

STATE AND COUNTY RIGHTS FOR SALE.

Safe Car Lamp, MINERAL SPERM OIL CLE

NO KEROSENE.

Williams, Page & Co., BOSTON.

Manufacturers of their well known Car Lamps and o Super.or Car Caudle 1 amps, are making

Mineral Sperm Oil Lamps

now usel by Boston and Albany, Providence, Eastern Fitchburg, Lowell, and many other Roads, and by Pullmar Pa'ace Cars in place of Kerosene or Candles. Circulars Lithograph and Price List sent when requested.

WILLIAMS, PAGE & CO.,

Manufacturers of Lump and Candle Burners, and dealers in Mineral Sperm Oil and Candles.

NICKEL

AND

### SILVER PLAITING

Bronzing and Coppering

IN ALL STYLES BY

A. W. LADD,

5 Dey St., Room 7, N. Y.

L. D. SAKTON, JNO. WELSH DULLES, President. Sec'y and Treasur

N. G. R. R. Construction & Supply Co., 424 WALNUT ST., PHILADELPHIA, PENN.

H. S. LEECH, General Agent, At Clark, Walcott & Co., Bankers, 29 Broad St., New York,

J. H. ALEXANDER & CO., 307 PINE STREET, ST. LOUIS, MO.

Undertake all business connected with Construction, PENCOYD IRON WORKS Equipment, and Negotiations, for Railroads. Power, Stock, Rails, and Supplies furnished to order.

OFFICE No. 414 WALDUT STREET,

Correspondence Solicited.

Manhattan Oil Company, Office, 16 Broadway, New York,

JAMES M. MOTLEY, President,

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Oils, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

CIRECTORS:

James M. Motley,
Edward Rowe,
T. M. Niven,
James Murphy,
Phillip M. Millspaugh

ALBERT C. MICNAIKY, President.

HENRY M. CLAFLEN, Vice-Pres't & Treas:

McNairy & Glaffen Mfg. Co., PROPRIETORS,

BUILDERS OF Railway & Highway

ROOFS. Turn Tables, Transfer Tables.

of IRON AND WOOD.
Railroad Passenger & Freight Cars,

Street Railroad Cars. Post's Patent Iron and Combination Bridges, Howe Truss Bridges with Patent Iron Clamp, Street Railroad Cars with Higley's Patent Run-ning Gear and Brake; also Substructures of Pneumatic and Screw Piles.

Offices : Waring Block, Cor. Bank and St. Clair Str. Works: On Wason, Hamilton and Lake Sts.
CLEVELAND, OHIO.

SIMEON SHELDON, Fugineer.

PLEM & GO BUILDERS

The Lightest Running, Easiest Riding, and most Economical Street Car in use.



Higley's Patent Street Car Running Gear and Brake, Made and Sold by the McNairy & Claffon Manufacturing Co., Cleveland, O.

HARVEY 'f. CLAFLEN, Sup't. JOHN COON, Sec'y.

CAR AXLE WORKS.



A. & P. ROBERTS & CO.,

OFFICE No. 414 WALNUT STREET,

PHILADELPHIA.

Rolled or Hammered Car Axles, Bar Iron and Forgings.

PHILLIPSBURG Manufacturing Company.

MANUFACTURERS OF

MANUFACTURERS OF

MANUFACTURERS OF

MANUFACTURERS OF

MANUFACTURERS OF

Bridge and Truss Bolts † in. to 3½ in. in diameter any
ength with upset ends.

Car Bolts either Blank or Finished.

Machine Bolts Square or Hexagon Heads and Nuts.

Car Forgungs, Car Trucks, and Iron work for Cars in
general.

general.

Coach or Lag Screws, Washers, Nut Hinges, Crow
Bars, Miners' Drills, and a superior article of Boiler Rivets.
Railroad Splice Bolts and Fish Plates.

PHILLIPSBURG, Warren Co., N. J. MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md., MANUFACTURERS' AGENTS

American & Foreign Rails, STEEL OR IRON

Railway & Machinists' Supplies

Locomotive and Mining Engines, Narrow Cauge Cars, and Engines, Freight, Box & Passenger Cars, &c.

FOG SIGNALS.

ALARM TORPEDOES. ALWAYS RELIABLE.

W. BAILEY LANG & CO., 54 CLIFF STREET, NEW YORK, No. 9 LIBERTY SQUARE, BOSTON.

# THE WHARTON Safety Railroad Switch.

# BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides re-moving all switches from the main track as effectually as if there were no sidings on the

They have been in use on various important. Railroads for over two years, and have repeatedly saved passinger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address, ABRAHAM BARKER, Pres't, Or WM. WHARTON, Jr., Sup't,

Of the Wharton R.R. Switch Co. 28 South 3d St., Philada., Pa. 0. BOX, 2353, Phila.

# YORK CAR WORKS

ESTABLISHED IN 1852.

# Billmeyer & Smalls,

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Nariow Gaugo freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rice R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail. C. Billmeyer. D. E. Small. J. H. Small.

# CHAS. J. PUSEY 78 BROADWAY,

NEW YORK.

# American & English Rails.

LOCOMOTIVES and CARS,

FISH PLATES, SPIKES, &c., &c.,

SOLE AGENT FOR Atkins Bros' Pottsville Rolling Mills.

Special attention given to filling orders for Small T and Street Rails, of every weight and description.

Old Rails Bought or Re-Rolled, as Desired. P. O. Box 5222

# EDWARD J. ETTING.

105 Walnut St., Philadelphia, MANUFACTURERS' AGENT FOR THE SALE OF AMERICAN AND FOREIGN

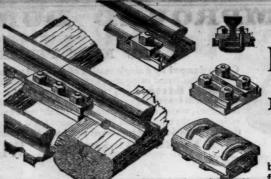
# ILROAD IRON

Of every Size, Weight and Pattern For Steam and Street Roads

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New. Special attention paid to the Purchase and Sale Cl

CONSIGNMENTS SOLICITED.



# FISHER'S PATENT

Wrought Iron

# JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON. N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

S Land Euro

Cle

Un Qui Na

Ma

Rai City Fee Div

Rai Sto Chi

A

Cle

thi

ins We

Ba

Ne Dey

cio

fol

Ge an

fre

Fr

Ag

Ble

h

# PRATT'S PATENT COMPENSATING FISH-JOINT.



# VERREE & MITCHELL. IRON AND STEEL MANUFACTURERS, No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-fron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the BATELNIE COMPENSATION and the same time allow for

We confidently claim for the PATENT COMPENSATING FISH-JOINT:
That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby prenting fracture; and we have yet to hear of the first rail having been broken with our Joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been sired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch. Refer to all the Leading Railroads in the Country.

ENGLISH and AMERICAN Railroad Iron for de livery in New York and other markets in the United states and England. For sale by

S. W. HOPKINS & CO., 71 Broadway, New York

### RAILROAD IRON.

THE undersigned agents for the manufacturers, are pre-pared to contract to deliver best quality American • Welsh Rails, and of any required weight and pattern PERKINS LIVINGSTON & POST,

31 New St., cor. of Exchange Place, NEW YORK.

### RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y, 59 Liberty St., New York.

# HERMANN BOKER & CO.

101 & 103 Duane-St. \ New York.

# Prussian Puddled Steel RAILS.

Steel Head Rails, Fish Bars, SPIEGEL IRON,

Cast Steel Tyres, Axles, &c. AGENTS FOR

FUNCKE and ELBERS,

Bochum Mining and Cast Steel Manf. Co. BOCHUM. PRUSSIA.